G 150
.M14

FLS
2015
050946

McCORMICK'S

SUMMER TRIP,

AFLOAT

AND

ABROAD.

Pittsburgh, Pa.
Press of Barnes & Evans.
1884.

Copyrighted 1884 by J. J. McCormick.

PENNSYLVANIA RAILROAD.

GREAT THROUGH LINE

—FROM—

New York, Philadelphia,

Baltimore and Washington,

——TO THE——

WEST, SOUTH AND SOUTHWEST.

PULLMAN CARS.

NEW YORK

—TO—

CHICAGO,	ST. LOUIS,	CINCINNATI,
PITTSBURGH,	CLEVELAND,	FT. WAYNE,
COLUMBUS,	INDIANAPOLIS,	LOUISVILLE,
WASHINGTON, D. C.,	BALTIMORE,	RICHMOND,
SAVANNAH,	CHARLESTON,	ATLANTA.

"New York and Chicago Limited,"

Composed exclusively of Drawing Room, Sleeping Room, Dining Room, and Smoking Room Cars.

Leaves Chicago every day, 9.00 A. M ; arrives at Chicago next day, 10 30 A. M.

CHAS. E. PUGH,
Gen Man.

J. R. WOOD,
Gen. Pas Agent.

MY SUMMER TRIP.

RECORD OF A

Pleasant Jaunt Across the Ocean

—WITH—

GENERAL INFORMATION

—FOR THE—

ECONOMICAL TRAVELER

—TAKEN FROM—

Personal Experience and the Best Guide Books,

A Vacation Journey Cheaper than a Sea-Side or Mountain Visit at Home.

LIBRARY OF CONGRESS
COPYRIGHT.
APR 20 1884
8217

—BY—

J. J. McCORMICK,
STEAMSHIP AND TOURIST AGENT.

Price, 15 Cents.

Seven Weeks Afloat and Ashore.

After a service of fifteen years as an agent for European Steamship Companies, during which time I had booked over 27,000 persons for voyages between America and the Old World without losing a life, I concluded I would take a run across for my own pleasure, hoping also to obtain interesting information for those who through fear or other causes have never ventured this grandest of holiday excursions. I had read so much and talked so much of the scenes and people beyond the sea that for years the *patois* of the experienced traveler had been my familiar language, but never before had opportunity served to bring me into personal contact with the delights of an ocean voyage. The convenient season came at last in August, 1883, without much preparation. I did not take much luggage, it is a mistake to burden oneself with it, but I did procure and read up several of the much talked about guide books only to forget the contents when they could really be of use. It was too much reading and the volumes were too bulky to be readily handled when their immediate service was required. It seems to me the essentials can be given in briefer shape. I will try to do it.

Sailing from New York I landed at Queenstown, Ireland, and went by the way of Cork to Dublin. Thence to Belfast, the Giants Causeway, Londonderry and other points on the North Coast, spending in all eight days on the "ould sod". A Steamer from Londonderry landed me at Glasgow and thence by Balloch Pier with a view of Dunbarton's old costellated rock, Loch Lomond, Inversnaid, Loch Katrine, the Trossachs and Sterling to Edinburg, one of the most beautiful cities of Europe. Then by Melrose and Carlisle to London, having spent only four days in Scotland. A pleasant route from the Scottish metropolis to London is by York, where between trains the famous "Minster" can be visited. My stay in Lon-

don was nine days, then over to Paris by New Haven and Dieppe, a week in the gay French Capital and back again to London, and down by the way of Leamington and Warwick to Liverpool, ready once more for the mighty ocean, this time homeward bound. If one lands first at Glasgow, Ireland need not be visited, and eight days can be saved with the whole cost of the trip reduced to about $250. This whole question of expense rests entirely with the traveler. A wise way is to contract with a responsible agent for hotel coupons as well as steamer and rail tickets. If you journey independently of such an arrangement, learn the cost of lodgings before securing them. In all parts of England, as well as the Continent, the hotels are conducted on what we in America call the European plan. Hire your room, and you can get your meals where you lodge, or at a restaurant, suiting your cuisine to your purse. The hotel coupons I have sold have always given satisfaction, and I found them convenient myself, and all well informed tourists' agents give similar reports. Having purchased all your necessary traveling tickets and your hotel coupons, you know what is the least your expenses will be, and anything beyond is a mere matter of personal taste. But these matters perhaps may best be spoken of when we arrive on the other side. The voyage first. It is useless to recommend any particular line The voyager is carried safely, comfortably and speedily on all. There is some difference in the price of tickets, and this is noted in the following schedule, which shows the various accommodations offered the traveler:

Atlantic Fares for Single and Return Tickets.

(Subject to Change.)

Line of Steamers.	Accommodation.	Fares. Single.	Return.
Inman.	Outside berths, 2 in a room,	$100 00	$180 00
	" " 3 "	80 00	144 00
	Inside " 2 "	80 00	144 00
	" " 3 "	60 00	132 00
	Intermediate,.....	40 00	75 00
Cunard.	Outside A berths, 2 in a room	125 00	220 00
	" A " 3 "	100 00	180 00
	" A " 4 "	80 00	144 00
	" B " 2 "	100 00	180 00
	" B " 3 "	80 00	144 00
	Inside B " 2 "	100 00	180 00
	" C " 2 "	80 00	144 00
White Star.	Outside berths, 2 "	100 00	180 00
	" " 3 "	80 60	144 00
	Inside " 2 "	80 00	144 00
	Intermediate,.....	40 00	80 00
National, America	Forward, 2 in 3 berth room	125 00	
	" 2 in 4 "	150 00	
	Outside, 2 in a room.....	100 00	180 00
	Inside, 2 "	90 00	
	" 3 "	80 00	144 00
	On other Steamers, According to Accommodat'n	70 / 60	120 00
Guion.	**On Arizona, Alaska, & Oregon**		
	Extra large room, 2 in room	150 00	250 00
	Outside berths	100 00	180 00
	Inside "	80 00	144 00
	On other Steamers.		
	Outside berths.....	100 00	180 00
	" " accord'g to locat'n	80 00	144 00
	Inside "	60 00	120 00
	Intermediate.....	40 00	80 00

Atlantic Fares, &c.—Continued.

Line of Steamers.	Accommodation.	Fares. Single.	Return.
National.	London. Outside berths	60 00	$110 00
	London. Inside "	55 00	
American.	According to location	75 to 90	125 to 160
	Intermediate	40 00	75 00
Anchor.	Glasgow. Aft, outside, 2 in a room,	80 00	140 00
	" inside, 2 "	75 00	130 00
	Forward, 4 "	60 00	110 00
	Second cabin	40 00	70 00
Anchor.	Liverpool. Outside, 2 in a room	100 00	180 00
	" 3 "	80 00	140 00
	Outside, 3 or 4 in a room	75 00	130 00
	Inside, 2, 3, or 4 in a room	60 00	110 00
	Second cabin	40 00	75 00
State.	Outside berth, 2 in a room	75 00	130 00
	Inside berth, 2 in a room	60 00	110 00
	Second cabin	40 00	70 00
Allan.	Baltimore. In 2 berth rooms	80 00	150 00
	" 4 " "	70 00	135 00
Allan.	Baltimore. In 2 berth rooms	75 00	140 00
	Intermediate	36 75	73 00
Red Star.	First cabin, according to steamer and berth, 2 and 3 in a room	90 00	160 00
		75 00	125 00
		60 00	110 00
	Second Cabin	55 00	100 00
Rotterdam.	First cabin	70 00	126 00
	Second cabin	50 00	90 00

Names of Favorite Steamers by Different Lines.

INMAN LINE.

City of Chicago,
City of Berlin.
City of Chester,
City of Richmond,
City of Montreal.

WHITE STAR LINE.

Germanic,
Britannic,
Celtic,
Adriatic,
Republic.

GUION LINE.

Oregon,
Alaska,
Arizona,
Abyssinia,
Wyoming,
Wisconsin.

CUNARD LINE.

Servia,
Aurania,
Gallia,
Scythia,
Bothnia.

NATIONAL LINE.

America,
Egypt,
Spain,
England,
Helvetia,

AMERICAN LINE.

Pennsylvania,
Illinois,
Indiana,
Ohio,
British Prince,
British Princess.

ANCHOR (GLASGOW) LINE.

Furnessia,
Anchoria,
Devonia,
Circassia,
Ethiopia.

ANCHOR (LIVERPOOL) LINE.

City of Rome,
Austral.

STATE LINE.

State of Nebraska,
State of Florida,
State of Nevada,
State of Pennsylvania,
State of Indiana,
State of Georgia.

RED STAR LINE.

Westernland,
Noorland,
Waesland,
Belgenland,
Rhynland,
Pennland.

Names of Favorite Steamers, &c.—Continued.

ROTTERDAM LINE.

Edam,
P. Caland,
Amsterdam,
W A. Schilten,
Zanndam.

FLORIO LINE.

Vincenzo Florio,
Archimede,
Independent,
Gottardo,
Washington.

NORTH GERMAN LLOYD LINE.

WEDNESDAY STEAMER.

Werra,
Eider,
Fulda,
Elbe

SATURDAY STEAMER.

Rhein,
Donau,
Neckar,
Oder.

The elegant steamers of all the lines have their various days of sailing and their place of exit from our shores. The following table exhibits the

Steamers Departure for Europe.

LINE.	DAY.	PIER.
Cunard.....	Wednesday,	40 North River, N. Y.
National } London, } ...	"	39 " "
American.....	Wednesday and Saturday,	Philadelphia, Pa.
Inman.....	Thursday or Saturday,	36 North River, N. Y.
White Star...	" "	52 " "
State.....	Thursday,	42 " "
National.....	Saturday,	39 " "
Guion.....	"	38 " "
Anchor.....	"	20 " "
Allan.....	Tuesday,	Baltimore, Md.
"	Saturday,	Quebec, Canada.
Red Star.....	"	Jersey City, N. J.
Rotterdam....	"	" "
Italian.....		Brooklyn, N. Y.

A Few More Preliminary Hints.

In preparing for my journey, of course there were many things understood, that those not familiar with the routine or customs of ocean travel may be interested to know. An early step, and one really essential, is to determine the time that is to be spent, and arrange a route to suit it. A thorough understanding on this point prevents much loss of time, and adds greatly to the enjoyment. Those who can not fully make up their minds should apply freely to some responsible Steamship Agent, either personally or by letter. None will fail to give you good advice and honest estimates of cost. If you don't follow it, no harm is done, but you have gained information.

After deciding on the line of steamers to be patronized, and the probable time of sailing, berth or stateroom for the Atlantic voyage should be at once secured. It is customary to pay a deposit of $25 on each berth retained; this payment holds the berth up to a week or ten days prior to the sailing, at which time the full amount of passage must be paid.

With the rapid progress made of late years, the obnoxious passport system has been discontinued, and passports now-a-days are scarcely needed by American travelers, except for visiting Spain, Portugal, Russia, Turkey or Egypt. Still, there is no harm in being provided with one of these documents, as it may be found of use for the purpose of personal identification, and may also be useful in obtaining admission to various prominent buildings in Europe, and in claiming letters at post-offices, or registered baggage. The passport should always be carried upon the person, not in the trunk or valise.

By applying to me or other agents passports will be obtained at short notice from the State Department at Washington. We have two kinds of blanks specially printed for that purpose, namely: for native and for naturalized citizens. By act of Congress, approved June 20, 1874, a fee of $5 is required to be paid on every passport issued

from the office of the Secretary of State. The fee for the supplying of blanks and to cover postage is fifty cents. A passport is good for two years from date, and can be renewed at the end of that period on the payment of a fee of $5. It requires about three days to obtain a passport from the time of application.

GENERAL INSTRUCTIONS IN REGARD TO PASSPORTS.

"When the applicant is a native citizen of the United States he must transmit his own affidavit of this fact, stating his age and place of birth, with the affidavit of one other citizen of the United States to whom he is personally known, stating that the declaration made by the applicant is true. These affidavits must be attested by a notary public, under his signature and seal of office. When there is no notary in the place, the affidavits may be made before a justice of the peace or other officers authorized to administer oaths; but if he has no seal his official act must be authenticated by certificate of a Court of Record.

"A person born abroad, who claims that his father was a native citizen of the United States, must state in his affidavit that his father was born in the United States, has resided therein, and was a citizen of the same at the time of the applicant's birth. This affidavit must be supported by that of one other citizen acquainted with the facts.

"If the applicant be a naturalized citizen, his certificate of naturalization must be transmitted for inspection (it will be returned with the passport), and he must state in his affidavit that he is the identical person described in the certificate presented."

THE QUESTION OF BAGGAGE.

This is a very important item, to which due consideration should be given in undertaking a tour in Europe, as it will be found that the rates charged for extra baggage are very high, and restrictions as to volume and weight should therefore be made.

On transatlantic steamers each passenger is entitled to twenty cubic feet.

Good advice to intending travelers is to take with them only what is absolutely necessary, and to provide themselves with a good, strongly built wooden or leather trunk. The best and most convenient size for one person is what is known as a cabin trunk, and should be about 26 inches long by 15 or 18 wide and 12 or 15 deep. These trunks are built so that they will go under a berth, and can be purchased from any trunkmaker (the average height under the lower berths on Atlantic steamers is about 15 inches.) It should have a strong lock and one or two good straps firmly attached. The name of the owner and place of residence should be painted upon it. Ladies will find these cabin trunks very convenient, and in case of friends traveling together, or married people, one good sized trunk may be made servicable for two. Extra large trunks should be avoided. A shawl strap will be found very useful. A steamer chair, which can be purchased for $2.50, with name of owner painted upon it, is a desirable thing to have. At your destination it can be left with the steamer agents for use on the return voyage. On the day of sailing send your baggage to the dock to the care of the baggage master of the steamship company. On your own arrival claim it and hand over what you need for the voyage to the cabin steward, who will place it in your stateroom. Baggage that will be required is labeled "wanted," and that which is to go in the hold will be marked "not wanted." Should the latter be required during the passage, apply to the purser. Upon arrival at port Queenstown, Liverpool or Glasgow, surplus baggage can be placed in charge of steamer agents, who will store it for your return, or at the American Exchange, 449 Strand, London, or at branch office, Grand Hotel, Liverpool. Extra baggage can be safely stored. Much expense and trouble may thus be saved by those traveling on the Continent who do not require all their baggage with them.

SELECTING THE WARDROBE.

No rules can be laid down upon this important point, for ordinary traits or habits will mainly govern, but some sug-

gestions will be servicable. For the sea warm clothing is indispensable, and old clothes are to be preferred.

For ladies we would recommend, in addition to hoods, shawls and other warm wraps to guard against cold winds, a navy-blue or other dark-colored serge or woolen material made up plainly, thick underclothing, thick boots with rubber soles or overshoes, close-fitting hat or cap with very little trimming, and a waterproof or ulster. Thick veils are the best medium for protecting the face from sun-burning, and can be retained on the head more easily than close shade-hats. Feathers and flower trimming should be discarded. Valuable jewelry should be left at home, a single plain set, to be worn at all times, being preferable, as it will considerably lessen the care and anxiety of the owner while traveling. For use on the Continent, a traveling and walking dress and a black silk dress, or some other suitable costume for receptions, concerts and all dress occasions, is all that is required. A wrapper will be found useful, and thick walking boots and a light pair of shoes for dress should be provided.

Gentlemen should select warm clothing for the Atlantic voyage, and suits should be modest in color, such as gray or navy-blue, in which the wearer can take solid comfort without fear of damage by salt water. Overcoats or ulsters and rugs will be found invaluable during the prolonged sojourns upon deck, and will help to encounter cold winds without discomfort. Caps or soft hats are preferable to stiff or tall ones for deck wear. For traveling on the Continent, a traveling suit, in addition to a black suit for receptions and other occasions, will be needed. It is often desirable to have a dress suit, though not absolutely necessary, as they can be hired from hotel waiters and tailors at slight expense. A duster, a waterproof coat and an umbrella stout enough to serve the purpose of a cane should be taken.

The quantity of underclothing required, either for ladies or gentlemen, will depend largely upon personal habits.

There should be amply sufficient, however, to last the wearer at least a fortnight without suffering inconvenience.

A traveler's outfit should also comprise a pocket compass, a case with needles, thread, buttons, etc., small scrap-book, writing-case, knife, scissors, corkscrew, a package or two of address or visiting cards, toilet soap and such other articles as are daily called into requisition and may prove useful. In preparing for a trip care must be taken to arrange the various articles so that they shall be easy of access when desired.

THE TROUBLES OF THE CUSTOM HOUSE.

People often complain of Custom House regulations, but in reality little trouble will be experienced by ordinary travelers; the search is generally a matter of form only, and the declaration of anything dutiable will prevent unpleasantness. Always be ready with your keys, and help the officers in the performance of their duties. Courtesy and civility go a long way. Never be in a hurry; collect your packages, open them one by one, and lock one before the next is examined. Custom House people can be very disagreeable, but courtesy on your part will in most cases receive the same in return.

CARING FOR THE WARDROBE.

There are good facilities for getting washing done at all the hotels of Europe at comparatively moderate charges, and as the traveler will make frequent halts, a single day, and in some cases a single night, will suffice for getting the work done. The waiters or chambermaids will, on application, furnish printed lists, which should be filled up with the number of articles and the day and hour you wish them returned. The clothes should be made up in a bundle and delivered to the chambermaid as soon as possible after your arrival.

MONEY AND LETTERS OF CREDIT.

Before embarking travelers should provide themselves with at least £10 English money in sovereigns and shill-

ings to pay shipboard expenses, and incidental ones upon landing. For other expenses take letters of credit or circular notes or drafts, which will be cashed by any bank where you happen to be. Some people take drafts on London and cash them there, carrying the money in the shape of Bank of England Notes in their pocket. If they have the utmost confidence in their pockets, this is not a bad way, for a Bank of England Note is good anywhere in the world, but it is not a prudent way. A letter of credit issued by a banker or a steamship agent is generally taken.

A MAN HIS OWN DOCTOR.

Before undertaking a journey it would be well to consult one's attending physician, who may suggest some simple remedies to be taken along as a preventive of sickness. Ailments while traveling result mainly from change of diet and water. While we do not pretend to prescribe for any one in particular, among the remedies to be taken may be enumerated the following: Quinine, extract of ginger, porous and court plaster, ammonia, arnica or some other kind of liniment, and a measuring glass for liniments should not be omitted.

HOW TO RECEIVE LETTERS OR TELEGRAMS.

All Americans who have traveled in Europe appreciate the importance of having one central address for mails from the United States. Delays arrising from change of route, and other unexpected revisions of plans, are thus obviated, a fixed address giving to the traveler the advantages of settled headquarters for correspondence, messages, etc. The American Exchange, London, is unquestionably the best point for establishing this position. On the direct line of mail service to Europe, its postal and telegraph arrangements are superior to those of any other institution. Travelers leaving an outline of their route of travel, or permanent address, at the American Exchange, London, prior to their departure for the Continent, can have letters, papers, etc., forwarded to them promptly on arrival.

Under the new Postal Treaty, letters, newspapers, etc., on which the postage is correctly prepaid, can be re-addressed and re-mailed from London to any country within the postal union, without any additional cost. Special arrangements are made for the forwarding or repeating of telegrams.

THE SYSTEM OF FEES.

The system of Fees prevailing in Great Britain and the Continent of Europe is a great source of annoyance to travelers, not so much from the amount of money involved as for being obliged to fee servants, cabmen, guides, etc., in addition to the regular pay received by them for services rendered. This custom has existed for years, and will probably continue to exist. The payment of fees to hotel servants is entirely optional. The baggage porter expects a small fee for removing baggage. The porter or door-keeper expects a fee, and, as you may get considerable information out of him, there is no objection to this. It is necessary also to pay certain fees in order to gain admission to churches, galleries and other places. Usually, on the Continent, one franc (or twenty cents) is ample for admitting one, two or three persons, excepting when a special fixed charge is made. Fees are only paid in churches in order to see some special chapel or part not thrown open to the public.

THE LANGUAGES.

To be able to speak the language of any country you visit is no doubt a great advantage, which may save you from many of the inconveniences and annoyances incidental to travel in foreign lands. But one need not remain at home because not a linguist. An American who is entirely ignorant of every language except his own can travel from one end of Europe to the other without encountering any very serious trouble, for the reason that English is spoken by all hotel keepers, waiters, guides, at railway stations, and by others with whom the traveler is brought in contact; therefore ignorance of foreign languages is no longer a bar to foreign travel. Phrase-books may be found of service, and a few useful phrases and numbers in French, German and Italian can be easily learned.

Over the Blue Water.

Now you are safely on board of the vessel that is to be your home for a week or more, your state-room has been visited, hand satchels placed in their receptacles, wraps hung upon the bunks, everything made snug and home-like, steam begins to escape, the decks are crowded, the sailors busy with the fastenings, the stevedores place the last bit of cargo in the hold; all is excitement; now you are off and with what exclamations the gathered friends upon the pier-head wave their last farewells. As soon as you are fairly away, hunt up the bath room steward or barber and arrange for your morning salt water bath. This is one of the delightful features of the modern ocean steamer. See the purser also and place with him the articles of most value, jewelry, etc., which you will have no need for during the voyage. Better see your bed room steward to, and if you are particular about your place at table see the chief steward. Perhaps the first few days out you will think it doesn't make any difference where you sit or what you eat. You will get over that. See to it promptly and you will never have opportunity to regret previous indifference. Your seat at table once assigned, that you will have the voyage through. Though to some persons accommodations would seem to be limited on ship board, in fact, one can have as much attention as at a first-class hotel. If you are sick send for the doctor; if you are on deck and feel chilly call the deck steward to get your wraps; your boots will be cleaned in the morning, the barber will attend your beard when wanted; in the smoke room a touch of the electric bell will summon a quick heeled attendant to satisfy your every want; the steward behind you at your meals will be quick to anticipate your wants; another will bring an early cup of coffee and a biscuit to your room if you wish some refreshment before the regular breakfast hour; but remember them all before leaving the ship, it is a time honored custom and the acknowledgment will have been fairly earned. If you want you can remain in your state-room the entire voyage, but you miss the best features of a life at sea. A promenade on deck is the best remedy for sea sickness. You will forget all

about the motion of the ship when once interested in the beautiful expanse of rushing waters, the circling horizon, the white sails that will ever and anon be seen in the distance, the spout of the whale, or the mad hurdle racing of the porpoises Then what an appetite comes, and here is the order of meals:

Coffee and biscuit early if you wish.

Breakfast 9 to 10 a. m.

Lunch 1 to 2 p. m.

Dinner 6 to 8 p. m.

Supper 10 p. m.

If you should want anything between meals send for the steward.

When once you get outside Sandy Hook you begin to take observations of your fellow voyagers. Those whose manners seem to you agreeable can be spoken to without much ceremony, and acquaintances made on steamer are often lasting and valuable. Persons booked as cabin passengers have equal privileges in the saloon or deck and the various music, smoking and other rooms, only one's state room is private. If you have a stranger for a room companion make his acquaintance as soon as possible. Mutual consideration will remove all awkwardness from the situation.

THINGS TO DO AND NOT TO DO.

Don't speak to the man at the wheel.

Keep out of the way of the officers, the ropes and the sailors; especially don't get in the way when they are shortening sail or bracing the yards.

Don't ask too many questions as to why this or that is done.

Don't try to go on the bridge; you will not be allowed any way, and there is no use in inviting a rebuff.

Don't go up and down the companion ladder without a firm hold of the rail.

Don't go forward or place yourself at the extreme stern when a heavy sea is running.

Keep a firm hold of the rail or some other support in moving about the deck when in a heavy sea. The deck will be both

wet and slippery, and a sudden roll will cause an unpleasant throw to leeward.

Don't call the stewards waiters. They don't like it and won't like you.

In heavy weather, especially if you have an upper berth, if the rolling of the vessel prevents your sleeping, pack something in between you and the side board. This will generally enable you to lie without rolling, and you can secure sleep.

Don't examine the compass with a knowing air, for unless you can figure the exact variation it tells you nothing.

Here is something it is well enough to know:

BELL TIME ON SHIPBOARD.

	Time.			Time.
1 Bell,	12.30 A. M.		1 Bell,	12.30 P. M.
2 Bells,	1.00 "		2 Bells,	1.00 "
3 "	1.30 "		3 "	1.30 "
4 "	2.00 "		4 "	2.00 "
5 "	2.30 "		5 "	2.30
6 "	3.00 "		6 "	3.00 "
7 "	3.30 "		7 "	3.30 "
8 "	4.00 "		8 "	4.00 "
1 Bell,	4.30 "		1 Bell,	4.30 "
2 Bells,	5.00 "		2 Bells,	5.00 "
3 "	5.30 "		3 "	5.30 "
4 "	6.00 "		4 "	6.00 "
5 "	6.30 "		5 "	6.30 "
6 "	7.00 "		6 "	7.00 "
7 "	7.30 "		7 "	7.30 "
8 "	8.00 "		8 "	8.00 "
1 Bell,	8.30 "		1 Bell,	8.30 "
2 Bells,	9.00 "		2 Bells,	9.00 "
3 "	9.30 "		3 "	9.30 "
4 "	10.00 "		4 "	10.00 "
5 "	10.30 "		5 "	10.30 "
6 "	11.00 "		6 "	11.00 "
7 "	11.30 "		7 "	11.30 "
8 "	Noon.		8 "	Midnight.

Four to 8 P. M. is divided into two "dog watches," called "first dog watch" and "last dog watch," so as to change the watches daily; otherwise starboard or post watch would be on deck the same hours every day.

The sailing knot, 6,174 feet, one statute mile, 5,280 feet (5-6 knot.)

DESIGNATING MARKS OF OCEAN STEAMSHIPS.

INMAN—Lower two-thirds of smokestacks black, white band and black top.

CUNARD—Red and black top.

WHITE STAR—Cream, black top.

GUION—Lower two-thirds black, a red band and black top.

NATIONAL—White, with black top.

ANCHOR—Black.

STATE—Lower two-thirds buff, red band under black top.

RED STAR—Cream color, with black top and red star.

ROTTERDAM—Black funnel, with band having green border.

BREMEN—Black.

FRENCH—Red, with black top.

NIGHT SIGNALS ON OCEAN STEAMSHIP LINES.

INMAN—Blue lights forward and aft, red lights on bridge and variegated rocket.

CUNARD—Two rockets and blue lights simultaneously.

WHITE STAR—Green light, rocket throwing two green stars.

NATIONAL—Blue light, rocket and red light in succession.

GUION—Blue light forward, aft and on bridge simultaneously.

AMERICAN—One red Pyrotechnic light, followed by one Roman candle throwing out six red balls and one Pyrotechnic light.

ANCHOR—Red and white lights alternately.

STATE—A Coston light showing white, burning the colors blue and red in succession.

ALLAN—Blue, white and red rockets in succession.

BREMEN—Blue light forward and aft, and two rockets simultaneously.

FRENCH—Two rockets forward, and one gun and two rockets aft.

APPROACHING YOUR DESTINATION.

Have steamed ahead vigorously for eight or nine days, sometimes with a bright sun upon the sea, and favoring winds, sometimes it may be with fresh gales which toss the water into seething masses, wetting the decks and rushing off them with the speed of a mill chase, always safely and surely drawing nearer and nearer your haven, at last you begin to approach the destined land, and every eye looks out sharply for the first glimpse of the lofty headlands of Ireland. First dim upon the horizon is a cloudlike streak, which the experienced officer upon the bridge announces as the Irish coast. Soon the "Fastnet" comes in view, then we who land at Queenstown begin to get everything in readiness. First baggage is placed so the Custom's officers can quickly determine you have neither cigars, spirits or silver plate, then we bid farewell to our *companions de voyage*. Some of the baggage we send on with the steamer marked to the American Exchange in London or Liverpool, as to be where we know we will find it on reaching the Metropolis. Other passengers label theirs to Brown & Shipley, or Baring Bros., with the same intention. The first thing to do on landing is to see what accommodations you can get for return voyage. It is always well to buy an excursion ticket. It is good for a year, and if you have planned your tour, you will know just when you want to use it. Look at the books of the agent, see what room you can get for the time decided upon, engage it, and then present your return credentials.

If you land at Liverpool or Glasgow it is just the same. You will save annoyance for the future. I am telling of Queenstown because I landed there, but the same experience will teach the same lessons at any other port.

ENGLISH CURRENCY.

The pound	(sovereign 20s. gold piece) about	$5 00
" ½ "	½ " 10s. " " "	2 50
" 5 shillings	(rare) crown, silver "	1 25
" 2 shillings and 6 pence,	half-crown " "	62
" 2 "	silver, about	50
" 1 "	" "	25
" 6 pence,	" "	12
" 4 "	" "	8
" 3 "	" "	6
" 1 penny,	copper, "	2
" ½ "	" "	1

and Bank of England notes for 5, 10, 20, 50, 100, 500, and 1000 (and may be more) pounds respectively.

A guinea is 21 shillings—5 per cent. more than one pound There have been none coined for many years, but they can be purchased of coin collectors.

Treading the "Ould Sod."

Queenstown has a population of about 10,000 souls, and its harbor is almost unequaled. But the traveler's best course is to get out of this town. If it is pleasant weather, and daylight when you land, it is a charming sail up the river Lee to Cork. Some of our passengers will have had a sufficiency of water travel perhaps, and will take the railway or even a jaunting car. Those who wish to go through at once to Dublin, London and the North by the way of Dublin, will find trains leaving daily at 9 A. M., 11.50 A. M and 9 P. M. for Cork, Dublin Kingstown, Holyhead (boat) Chester, Crewe, Stafford, Rugby, arriving in London, Euston Station, London and North Western Railway, at 6.45 A. M., 8.00 A. M. and 6-25 P. M. the next day. The fare to London is, 1st class, £3 9-6; 2d class, £2.12-0. Second class in England is comfortable and every way respectable. On the boat from Kingston to Holyhead, however, stipulate for first cabin.

CORK.

Cork is the third largest city in Ireland. It is divided by the river Lee, which is spanned by nine bridges, the two finest of which are St. Patrick's and St. Finbar's. The buildings of note in the town are St. Patrick's Cathedral, a really fine piece of architecture; the Mansion House, St. Mary's Shandon, with a chime of sweet bells "which sound so grand on," and the Holy Trinity, founded by Father Matthew. The best way to see the town is to engage a jaunting car or a cab, making your bargain before you start. It will cost as much for one person as for two. The celebrated Blarney Castle is about six miles distant from Cork. You can drive there for from two to three shillings.

From Cork to Killarney is about seven hours' ride by rail. Killarney itself is not much of a town. The traveler who wishes to see the lakes should take his residence at one of the hotels fronting the water, at each of which will be found a staff of boatmen, guides and oarmen, who are all usually civil. Tariff of cars:—One horse car, 8d per mile; carriage and pair of horses, 1s 3d per mile; ponies, 5s per day. Two oared boat, 7s. 6d per day; four-oared, 15s; and six-oared, 21s per day. Car drivers' and boatmen's hire included in the above charges. Guides are 3s 6d per day each, and buglers 5s. Boats on the lakes, 1s, 6d per hour. The Lakes of Killarney are three in number—the Upper, the Torc or Middle, and the Lower, with their islands and other attractive objects.

For only one day's sojourn at Killarney the most comprehensive arrangement will be found in taking a jaunting car from the hotel to the extreme lower end of the Lower Lake, and across the bridge over the Lake to Kate Kearney's cottage and the entrance to the wild Gap of Dunloe; thence Kerry ponies with guide (always in readiness there), through the Gap by Serpent Lake, and descending to the valley beyond to the head of the Upper Lake; thence by boat (sent up to meet with lunch) down the Upper Lake, the Long Range (including the beautiful Meeting of the Waters and Eagle's Nest, with the wonderful echo under it), to the old Weir Bridge, the

Middle Lake, under Brecken Bridge to the Lower Lake, and so homeward by Glena Bay and Cottage, with stops at Innisfallen and Ross Castle (islands), if time will allow.

Distances from Killarney town to a few of the chief places of interest:

	Miles.		Miles.
The Glen in Lord Kenmare's Deer Park	¾	Glena Bay	6
Ross Island (by land)	2	The Punch Bowl	7
Mucross Abbey	3	Eagle's Nest	7
Tore Waterfall	5	Dinish Island	8
O'Sullivan's Cascade	5	Derry Cunnihy Cascade	13
Aghadoe Ruins through Kenmare Demesne	5¼	Gap of Dunloe	10
		Mulgrave Police Barracks	12
		Carran Tual	14

KILLARNEY TO GALWAY.

Killarney by rail to Mallow, thence to Limerick Junction and Limerick, thence by rail to Ennis, at the head of the broad river Fergus, connecting with the Shannon excursions to Clare, to Quin Abbey, to the five islands in the Fergus, thence by rail to Athenry, important station on the line between Galway and Dublin, and within view of the Connemara Mountains—branch by rail to Tuam—thence by rail to *Galway*, the capital of the West. From Galway charming excursions may be made by steamer up Lough Corrib to Cong Caves and Cong Abbey, with circuit by public car to Maam and hired car to Leenane, thence public car to Clifden Castle and Waterfall; and similar conveyance back to Galway, skirting the Twelve Pins Mountains, thence by train to Athenry and Ballinasloe, to Athlone, thence by rail to *Mullingar*, at the head of Lough Ennet, and thence by rail to Dublin.

DUBLIN.

At last we are in the capital city of Ireland. Dublin, the beautiful city, is on the Liffey, but close to the lovely bay which bears its name. Sixty miles across the channel is Holy Head, and 292 miles away is London. The city is built in a

circle, three miles in diameter and eleven miles round. A beautiful spectacle is presented to the eye of a stranger who comes suddenly upon the panorama which opens itself at Carlisle bridge. In front is Sackville street, with its fine hotels and lofty column in honor of Nelson; on the left the quays of granite, with their handsome balustrade, which bound for several miles the dark waters of the Liffey; on the right, between the range of lofty roofs, rise thousands of masts, and foremost in the sight of the beholder is an admirable building with majestic portico, elegant colonnade and towering dome of bronze, the famous Custom House.

Another fine prospect is seen from the heights of Phœnix Park. In the midst of a beautiful lawn is the palace of the Viceroy. Toward the river the view embraces the heavy masses of the old city, with its steeples and towers, with a range of mountains in the distance, which enclose as with a girdle the county of Dublin.

Among the public buildings are the Royal Bank of Ireland, the Four Courts, the Custom House, the Inns of Court, Post Office, Royal Exchange, Trinity College, St. Patrick's Cathedral, Museum, and most interesting of all, the Castle. The hotels are numerous and good; such as the Shelbourne, Gresham and Imperial are to be recommended. To see the city get a car, and agreeing upon the price, be driven to all places of interest. In Phœnix Park you will surely be shown the spot where Cavendish and Burke were assassinated. A walk down Sackville street will prove interesting.

Excursions from Dublin—to Glasnevin Cemetery, to Howth, to Island's Eye, to Drogheda, to Brag and the Wicklin Mountains, from Bray to Devil's Glen, the Seven Churches and the Vale of Avoca, where the bright waters meet; from Bray to Rathnew and the Meeting of the Waters.

Those who wish to proceed to London, take steamer at Kingston for Holy Head by the London and Northwestern Railroad, the best equipped and quickest railway in all Europe.

DUBLIN TO BELFAST.

Belfast is at the head of Belfast Lough, 88 miles northeast

of Dublin. Fast trains run several times during the day. Three bridges span the Lagan—Queen's Bridge, on fine stone arches, Lagan Bridge and the Ormean Bridge.

Leaving Dublin for Belfast we pass Newry, Dundalk, Greenore, Drogheda and the Boyne Waters, and a number of small stations. Belfast is a busy city, and looks more like an American town than any other in Europe.

THE PRINCIPAL PUBLIC BUILDINGS.

Linen Hall, Belfast Bank, Custom House, Post Office, Town Hall and Court House.

OBJECTS OF INTEREST.

York Street Spinning and Weaving Company, Richardson Sons & Owden's Linen Warehouse, Andrew's Flax Mill, Marcus Ward & Co.'s Printing and Illuminating Works, Harland & Wolff's Ship Building Yard, Queen's College, The Academy Schools, Royal Adademical Institution, Presbyterian College, in University Square, Museum and Library in College, Botanical Gardens by the waterside, School of Design, Albert Memorial Clock Tower, 147 feet high. Cave Hill is a basalt peak (over chalk), from which a grand view of the town and Bay can be obtained; Giant's Ring, a Druidical altar of much interest.

There are several steamboat connections from Belfast to Scotland or England, viz:

Belfast to Glasgow, " " Ardrossan } Scotland.

Belfast to Fleetwood, " " Liverpool } England.

The shortest sea route between Ireland and Scotland is Larne to Stranaer, which occupies about three hours.

BELFAST TO LONDONDERRY VIA GIANTS' CAUSEWAY.

Before proceeding to Londonderry the traveler should go to Portrush, and from there go to the Giant's Causeway—one of the very great wonders seen in this mysterious world of ours.

Whilst on the spot see the whole number, as follows: the Causeway Little, Middle and Great, the Giant's Causeway, Giant's Organ, Chimney Tops, the Priest and his Flock, the Pleaskin, and the Hen and Chicken. Return to Portrush, and in two hours by rail you will be in Londonderry. Londonderry stands on Upper Lough Foyle.

A splendid view of Derry and its environs is obtained from the Cathedral tower. The walls around the city are still in good preservation, forming a favorite promenade.

Persons intending to visit Scotland will find some good steamers leaving here at 6 P. M. for Glasgow—time about 12 hours.

In Scotland.

We enter the classic precincts of old Scotland at Glasgow, the second city of the British Empire, although Liverpool closely contends for this distinction. It is situated on the Clyde, and is the scene of the most extensive ship building in the world. Its lines of ocean steamers plough the waters to the furthermost ends of the world, and the two extensive passenger lines to New York, the "Anchor" and the "State," vie with the Liverpool lines in offering all the modern conveniences of ocean travel. The Clyde runs through the city, and is spanned by many elegant bridges. Argyle street and Buchanan street are magnificent thoroughfares. See its Cathedral and Cemetery, the Park and the College. Go down the Clyde to the boat workshops, where the finest vessels the world has ever seen are built and launched almost daily.

TO EDINBURGH BY THE TROSSACHS.

My time was limited, and I am trying to show the reader how much I was able to see in a short time. Linger over it if you will in your imagination, but we must hurry in fact. The most delightful way to go to Edinburgh is by Loch Lomond, Loch Katrine, the Trossachs and Stirling, which can be done easily in one day. You can go from one

city to the other in an hour and a-half by train. We leave in the morning by rail for Balloch pier, passing the old town of Dumbarton with its famous rock and fortress. At Balloch we take steamer on Lomond to Inversnaid, passing Ben Lomond, Rob Roy's Cavern, etc. At Inversnaid a fine coach is waiting to convey us to Stronachlockar, on Loch Katrine, down which we sail by steamer past Ellens Isle and the scene of the stirring poem of Scott, "The Lady of the Lake." Near the steamer landing at the foot of the lake is the Trossach hotel, and from here a magnificent ride by coach through the wild mountainous country to Collander, where the train is taken for Stirling. Though we travel quickly over this route, the pen lingers. Who that has seen the mighty Ben Lomond casting a shadow over miles of the limpid water of the lake can ever forget it. Can any one passing beneath the wooded slopes that gird beautiful Katrine fail to sing with the poet who drank inspiration from every foot of its shores,

"Where shall we find in foreign land
So lone a lake, so sweet a strand?"

From Balloch to Stirling, it is all consecrated to romance and poetry. This day's journey might well be the single object of the voyage from America. But we leave the descriptions to the local guide books, and tell you something of

STIRLING.

Stirling is situated on an eminence near the river Forth, and bears in its external appearance a considerable resemblance to Edinburgh. The most interesting and conspicuous object is the Castle, which was long a favorite abode of the Scottish Monarchs. The view from the Cas le comprises to the north and east the Ochill Hills and the windings of the Forth through the fertile Carse of Stirling; towards the west the vale of Monteith, bounded by the Highland mountains; and the Campsie Hills close the horizon to the south. To the east are the town, Abbey Craig, and the ruins of Combuskenneth Abbey, the Field of Bannock-

burn, and in a clear day the Castle of Edinburg and Arthur's Seat are seen.

From Stirling the tourist may visit the Field of Bannockburn, 3 miles; Cambuskenneth Abbey by ferry 2¼ miles, and the Wallace Monument 2½ miles; also Castle Campbell and Rumbling Bridge 12 miles; also Lake Monteith and Aberfoyle. The Golden Lion is a comfortable hotel.

EDINBURGH,

The capital of Scotland, called the modern Athens, is one of the most beautiful cities of Europe. The city is built upon a series of ridges or hills. The first and highest hill, crowned by the castle, gradually declines eastward towards Holyrood Palace, on which ridge and its slopes is built the town of Edinburgh. The second, commencing to the south-west of the Castle, is of smaller elevation, and runs in a south-east line to the foot of Salisbury Crags; while to the north again is the third range, upon which nearly all the new town is built. The ramparts of the Castle, the Calton Hill, and the footpath on Salisbury Crags will be found the best points for viewing the city and surrounding country. To see *Calton Hill*, *Holyrood Palace*, *the Castle of Edinburgh*, hire a conveyance, and make your bargain beforehand. Give the first day to them, and on the second, engage a conveyance and visit the other places of interest which abound in this beautiful city. These are the second in importance, viz.: Arthur's Seat, Salisbury Crags, the University, the Parliament House, Nelson Monument, Sir Walter Scott Monument, John Knox's House, Jennie Dean's Cottage, Scott's House, the Fine Art Galleries, and more interesting, the Grass Market, Gray Friar's Churchyard, and the Canongate. Comfortable hotels are the Royal, and others on Princes street, and cheaper, but just as good, the Cockburn.

FROM EDINBURGH TO MELROSE.

Going from Edinburgh in the direction of London, the traveler can stop at Melrose, 37 miles, to see the famous ruined Abbey, Abbotsford and the home of Sir Walter Scott

3 miles distant, and Dryburg Abbey, 4 miles. Then speed onward to Carlisle and cross into England.

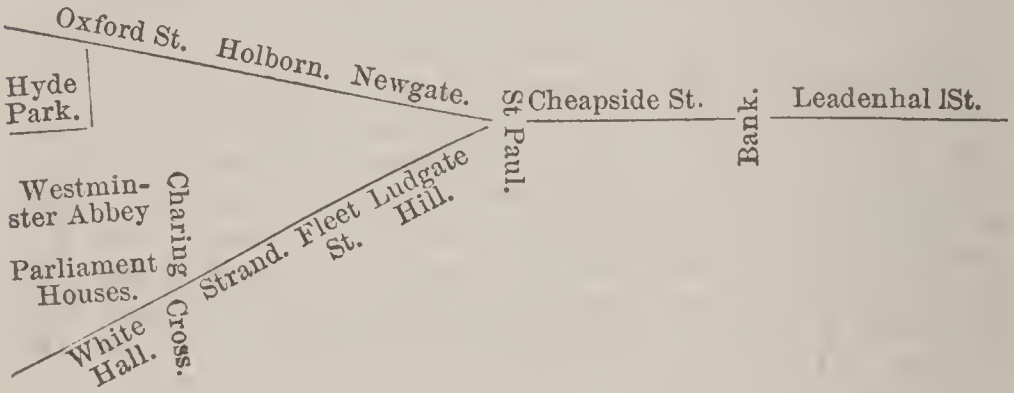
EDINBURGH TO LONDON.

In traveling from one point to another in England, where it is possible to have the service of the London and Northwestern railway, by all means take it, as it is the most expeditious and best equipped of all railways in England. You can go right through to London in one day, taking a day train to view the scenery. If you wish to go the East Coast route, you can get an early train from Edinburgh. Stop an hour at York. See the famous Minster there, and taking the next train, still reach London by 7 P. M. York and Chester are the two oldest cities in England. The Roman Emperor Constantine died at York. It is worth this brief visit, and you break the journey. Leave your baggage with a porter at the station while you drive to the Minster. It will be in safe hands.

London.

In the great Metropolis of the world at last. There is no city like London; there is no city unlike parts of it. One can never get an idea of it from books, however vivid the description, you must see it. It lies on both sides of the Thames, and extends into four counties, Middlesex, Surrey, Kent and Essex. Fourteen miles east and west from Hammersmith bridge to the India docks, and twelve miles north and south, closely built, is about the area, and yet outside these limits brick and mortar and paved streets hardly lets one feel he has escaped the monster city. Let me say at once that the best way to see the city first is to patronize the "bus" lines liberally, and after two days, to familiarize yourself with the streets, begin to take in the sights in detail. The streets themselves will prove as interesting as the vaunted places of visit. A reader of fiction sees a familiar name at almost every turn of a corner. Dickens and Thackeray, Bulwer and Trollope, and a host of minor writers have

made household words of every thoroughfare. Get a descriptive guide, costing from two pence to a shilling, and a small pocket map, study both with dilligence at spare moments, and you will soon begin to realize the possibilities of London. Here is a rough diagram, which always borne in mind, will teach the sight-seer his principal localities:



Intersecting the town lengthwise or from east to west, are the three great leading thoroughfares at a short distance from each other, but gradually diverging at their western extremity. One begins in the environs, near Blackwall, and extends along Commercial Road, Whitechapel, Leadenhall street, Cornhill, the Poultry, Cheapside, Newgate street, Holborn and Oxford street. The second begins at London Bridge, and passing through Cannon street enters St. Paul's Churchyard; thence proceeds down Ludgate Hill, along Fleet street and the Charing Cross, where it sends a branch off to the left to Whitehall, and another, rather to the right, up Cockspur street; this leads forward into Pall Mall, sending an offshoot at right angles up Waterloo Place into Piccadilly, which proceeds westward to Hyde Park Corner. These two routes are the main lines to the metropolis, and are among the first traversed by strangers. The third main route begins at the Bank, and passes through the City Road and the New Road to Padington.

I have said that the best way to get an idea of London is in omnibus riding. Take the top of the "bus." On one thing you can fully depend—no one will be taken inside or outside if the omnibus has its licensed complement. The prices are from two pence to six pence. Just here I will give a brief table of English money: One pound can be reckoned safely as $5 American money, 20 shillings to the pound, 12 pence to the shilling. A shilling is about the same as an American quarter, or really 24 cents. A penny is 2 cents. The principal streets through which the "bus" passes is painted on its exterior.

The Bank of England and Mansion House are the city centres for nearly all the omnibusses going east and west along the lines between Mile End, White Chapel and Brompton, Blackwall and Kensington; and north and south between Islington and Brixton, Paddington, etc. The other principal centres of omnibus traffic are:

CHARING CROSS, for all parts of London.

ANGEL AT ISLINGTON, for Highgate, Holloway and St. Pancras. Both street cars and busses.

REGENT CIRCUS, Picadilly; and REGENT CIRCUS, Oxford Street.

TOTTENHAM COURT ROAD, for Hampstead, Highgate.

GRACECHURCH STREET, for vehicles going south to Brixton, Clapham, Kensington, etc.

ROYAL EXCHANGE, for Walthamstow, Clapton, Hackney, Victoria Park and Old Ford.

ELEPHANT AND CASTLE, for the southern suburbs, the city and the West End. Street cars and busses.

LONDON BRIDGE RAILWAY STATIONS, for all parts of town and the railway stations generally.

The most striking view in the interior of the city is at the open central space, where Threadneedle Street, Cornhill, Lombard Street, King William Street, Walbrook, Queen Victoria Street, Cheapside and Princess Street radiate in eight different directions. Standing by the Wellington Statue, in front of the Exchange, the stranger has before him one of the most re-

markable sights in London. On his right is the Bank of England, on his left the Mansion House, while before him lies the crowded, famous Cheapside; behind him is the Royal Exchange and Cornhill, while on either side streets lead to London Bridge and Islington.

HINTS AND CAUTIONS.

Don't try to see too much in one day. Before entering an omnibus or street car ask the conductor if the vehicle goes to the place you wish to reach. The fare is collected when you arrive at the end of your journey, and charged according to the distance you have traveled. Do not get out till the vehicle stops. Never enter into conversation with men who wish to "show you the way," offer to sell "smuggled cigars," or invite you to take a glass of ale, or to play a game of skittles.

If in doubt about the direction of any street or building inquire at a respectable shop or of the nearest policeman. Avoid crowds, by-ways and poor neighborhoods after dark. Look after your watch and chain, and take care of your pockets at the entrance to theatres, exhibitions, churches, and in the omnibusses.

AMERICAN EXCHANGE IN EUROPE.

The principal place patronized by Americans is situated at 449 Strand, opposite Charing Cross Railway Station; has reading rooms with all the latest American papers on file, and cashes drafts and advances money on any responsible letter of credit, and issues letters of credit and drafts on all parts of the world. Joseph R. Hawley, U. S. Senator from Connecticut and ex-President of the American Centennial, President; and Henry F. Gillig, General Manager.

One of the notable things of London is its cab system. If hired by distance, the charges for a Hansom or four-wheeled cab are the same.

FARES BY DISTANCE.

If hired and discharged within a circle of four miles from Charing Cross, for a distance of two miles or under, 1 shilling

25 cents, and for every additional mile or part of a mile, 6d or 12 cents.

If hired outside of the four mile circle, no matter where discharged, for the first and every succeeding mile or part of a mile, 1 shilling or 25 cents.

If hired within but discharged outside of the four mile circle, for a distance of one mile or under, 1 shilling; for a distance of more than one mile, then for every mile within the circle 6d, and for every mile or part of a mile outside of the circle 1 shilling.

FARES BY TIME.

Within the four mile circle, for one hour or less, Hansom, 2s 6d; four wheeler, 2s; for every additional quarter of an hour or less, Hansom, 8d; four wheeler, 6d.

If hired outside of the four mile circle, wherever discharged, for one hour or less, 2s 6d; if above one hour, then for every additional quarter of an hour or less, 8d.

If hired within but discharged outside the four mile circle, the same.

LUGGAGE.

For every package carried outside the cab, 2d.

EXTRA PERSONS.

When more than two persons ride in a cab, an extra charge of 6d is made for every such extra person, unless for a child under ten years of age, when the charge is 3d.

REGULATIONS.

If the hirer takes a cab by time, he must declare his intention to the cabman on first entering the cab. Otherwise the fare is always reckoned by distance.

The proprietor of every cab is bound to have distinctly painted in his cab a table of fares, together with the number of his cab.

If any dispute should arise, the hirer can require the cabman to drive to the nearest police court or police station.

Inquiries respecting property left in cabs to be made at the Lost Property Office, Scotland Yard, S. W.

Here is a record of some places most people visit:

DOCKS.

EAST AND WEST INDIA DOCKS.—Blackwall. Reached by rail from Fenchurch street; also by steamer from all piers, and by omnibus from the city and West End.

LONDON DOCKS.—Wapping. Reached by East London Railway from Liverpool street to Wapping Station; also by Blackwall omnibus from the city and West End.

MILLWALL DOCKS.—Isle of Dogs.

REGENT'S CANAL BASIN.—Limehouse

SURREY COMMERCIAL DOCKS.—Rotherhithe. Reached by steamer from all piers to Globe Stairs; also by omnibus from Gracechurch street, City.

VICTORIA DOCKS.—Near Blackwall.

MARKETS.

BILLINGSGATE.—Lower Thames street, near London Bridge. Fish.

BOROUGH MARKETS.—South end of London Bridge. Fruits and vegetables.

CLOTHES MARKET.—Petticoat Lane, Houndsditch.

COLUMBIA MARKET.—Baroness Road, Hackney Road. Fish and general.

COVENT GARDEN.—Near Southampton street, Strand. Fruit, vegetables and flowers.

CUMBERLAND MARKET.—Regent's Park. Hay, vegetables, etc.

FARRINGDON MARKET.—West side of Farringdon street, near Holborn Viaduct. Fruit, vegetables and flowers.

FOREIGN CATTLE MARKET.—Dock street, Deptford.

LEADENHALL MARKET.—Near Leadenhall street and Gracechurch street. Meat, poultry and live stock.

METROPOLITAN MEAT AND POULTRY MARKET.—Smithfield. Meat, poultry, game, cheese, butter, etc.

NEW CATTLE MARKET.—Coppenhagen Fields, Islington. Live stock.

ORANGE AND FRUIT MARKET.—Mitre street, Aldgate. Imported fruit.

SPITTALFIELDS MARKET.—Commercial street, Shoreditch Fruit and vegetables.

MUSIC HALLS.

The principal are distinguished by an asterisk.

ARCHES, 19 Villiers street Strand.
BEDFORD, Camden, N. W.
*CAMBRIDGE., Commercial street, Shoreditch, E.
CANTERBURY HALL, Westminster Bridge Road, Lambeth
FORESTER'S Cambridge Road, E.
FREDERIC'S, late WILTON'S, Grace's Alley, Wellclose Square.
*GATTI'S, Westminster Bridge Road, S. E.
LUSBY'S, Eagle, Mile End Road, E.
*METROPOLITAN, 267 Edgeware Road, W.
*OXFORD, Oxford street, near Tottenham Court road, W.
*PAVILION, London, Tichborne street, Haymarket, W.
REGENT, Regent street, Westminster, S. W.
SOUTH LONDON PALACE, London Road, S. E.
SUN, High Road, Knightsbridge, S. W.
WINCHESTER, Southwark Bridge Road, S. E.

MUSEUMS.

BETHNAL GREEN MUSEUM.—Bethnal Green.
BOTANICAL MUSEUM.—Kew gardens.
BRITISH MUSEUM.—Great Russell street, Bloomsbury.
SIR JOHN SOANE'S MUSEUM.—13 Lincoln's Inn.
SOUTH KENSINGTON MUSEUM.

PALACES.

BUCKINGHAM PALACE.—Western End of St. James' Park.
HAMPTON COURT PALACE.—Bushy Park, &c.
KENSINGTON PALACE.—Kensington Gardens, at west end of Hyde Park.
LAMBETH PALACE.—On southern embankment of Thames.
ST. JAMES' PALACE.—Pall Mall, opposite St. James' street.

PARKS, GARDENS, ETC.

Alexandra Park, Battersea Park, Botanic Gardens, Clapham Common, Greenwich Park, Green Park, Hampstead Heath, Hyde Park, Kennington Park, Kensington Gardens, Kew Gardens, North Woolwich Gardens, Oval, Primrose Hill, Regent's Park, Rosherville Gardens, Royal Horticultural Society's Gardens, Southwark Park, Zoological collection in Regent Park.

PICTURE GALLERIES.

ACADEMY OF ARTS, ROYAL, Burlington House, Piccadilly, W
AGNEW'S GALLERY, 40 Old Bond street, Piccadilly, W.
ANCIENT MASTERS, GALLERY OF, 40 Pall Mall.
BELGIAN GALLERY, 28 Old Bond street.
BRITISH ARTISTS, SOCIETY OF, 6 Suffolk street, Pall Mall.
BRITISH GALLERY OF ANCIENT MASTERS AND ENGLISH ARTISTS, 57 Pall Mall.
DANISH ARTISTS, GALLERY OF, 142 New Bond street.
DORE GALLERY, 35 New Bond street.
DUDLEY GALLERY, Egyptian Hall, Piccadilly.
DULWICH GALLERY, Dulwich College, S. E,
FINE ART SOCIETY'S GALLERIES, 148 New Bond street.
FRENCH GALLERY, 120 Pall Mall.
GROSVENOR GALLERY, 137 New Bond street.
LADY ARTISTS, SOCIETY OF, 48 Great Marlborough street.
M'LEAN'S GALLERY, 8 Haymarket.
NATIONAL GALLERY, Trafalgar Square.
PALL MALL GALLERY, 48 Pall Mall.
SOANE MUSEUM, 13 Lincoln's Inn Fields.
TOOTH'S GALLERY, 5 Haymarket.
WATER COLORS, SOCIETY OF, PAINTERS IN, 53 Pall Mall.

PLACES OF AMUSEMENTS.

ALEXANDRA PALACE AND PARK, Muswell Hill, six miles north of London.

CRYSTAL PALACE, Sydenham, about seven miles from London. Go from Victoria station and take Highlevel train.

EGYPTIAN HALL, Piccadilly.
MADAME TUSSAUD'S EXHIBITION, 58 Baker street, Portman Square.
MOORE AND BURGESS MINSTRELS, St. James' Hall.
ROYAL POLYTECHNIC INSTITUTION, 309 Regent street.
ROYAL AQUARIUM, Westminster.
ZOOLOGICAL GARDENS, Regent's Park.

PUBLIC BUILDINGS AND PLACES OF INTEREST.

Bank of England, Chelsea Hospital, Houses of Parliament, St. Paul's Cathedral, Tower of London, Westminster Abbey.

RAILWAYS.

METROPLITAN RAILWAY (underground) makes a complete circuit of the city, and connects with the principal railways having termini in London. Ask the Station Agent, on the platform, before entering the train, whether you have to change before reaching your destination; and if so, where. Never attempt to board a train when about to start; they run every few minutes between 5 A. M. and midnight.

THE CHIEF LONDON TERMINI OF THE PRINCIPAL RAILWAYS OF ENGLAND, AND POINTS REACHED BY EACH.

LONDON AND NORTH WESTERN RAILWAY (*Euston Square*).—For Birmingham, Manchester, Liverpool, Holyhead (for all parts of Ireland), Edinburgh, Glasgow, Aberdeen, and all parts of Scotland. (Royal Mail Route.)

MIDLAND RAILWAY (*St. Pancras, Euston Road*).—To the midland counties, Bedford, Northampton, Leicester, Derby, Nottingham, Birmingham, Manchester, Liverpool, Sheffield, Leeds, Bradford, Lancaster, Edinburgh and Glasgow, *via* Settle and Carlisle.

GREAT NORTHERN RAILWAY (*King's Cross*).—For Lincolnshire, Yorkshire, the North of England and Scotland, etc.

GREAT WESTERN RAILWAY (*Paddington*).—For Windsor,

Oxford. Reading, Slough, Worcester, Wolverhampton, Shrewsbury, Chester, Birkenhead, Liverpool, Somerset, Dorset, Cornwall, all parts of the West and England and Wales; also, the Channel Island and the Continent, *via* Weymouth.

LONDON, BRIGHTON AND SOUTH COAST RAILWAY (*London Bridge and Victoria*).—For Dorking, Chichester, Portsmouth, Brighton, Hastings, Eastbourne, the South Coast Watering Places' the Isle of Wright, *via* Portsmouth and the Continent, *via* Newhaven.

LONDON, CHATHAM AND DOVER RAILWAY (*Victoria, Holborn and Ludgate Hill*).—For Bromley, Sevenoaks, Maidstone, Rochester, Chatham, Sittingbourne, Herne Bay, Margate, Ramsgate, Canterbury and the Continent *via* Dover or Queensboro.

GREAT EASTERN RAILWAY (*Liverpool Street*).—For Cambridge, Newmarket, Wisbech, Lynn, Norwich, Cromer, Ipswich, Walton-on-the-Naze, Harwich, Yarmouth, Lowestoft, the Eastern counties of England and the Continent, *via* Harwich and Rotterdam, or Harwich and Antwerp.

SOUTH EASTERN RAILWAY (*London Bridge, Cannon Street and Charing Cross*).—For Folkestone, the South and Southeastern Districts of England and the Continent, *via* Dover or Folkestone.

LONDON AND SOUTH WESTERN RAILWAY (*Waterloo Road*). —For Winchester, Portsmouth, the Southwest and Western Districts of England, the Channel Islands and the Continent, *via* Southampton.

LONDON, TILBURY AND SOUTHEND RAILWAY (*Fenchurch Street*).—For Tilbury, Gravesend, Southend, etc.

STEAMBOATS ON THE THAMES.

Many of the most interesting points can be reached by steamers on the river Thames. The following will be found useful: The fares, first class (after cabin), ranges from two pence to six pence. according to distance:

GOING EAST (DOWN THE RIVER.)

London Bridge to Woolwich every half-hour, from 8:30

A. M. to 6 P. M., calling at the following piers, and returning to London Bridge:

Piers,	*Nearest Point to*
LONDON BRIDGE	City, etc.
CHERRY GARDENS	Rotherhithe, Southwark Park.
TUNNEL	London and St. Catherine Docks, Tunnel.
GLOBE STAIRS	Rotherhithe.
LIMEHOUSE	Limehouse.
WEST INDIA DOCK	West India Dock (close to dock entrance).
COMMERCIAL DOCK	Surrey and Commercial Dock and Deptford.
MILLWALL DOCK	Millwall Docks and upper part of the Isle of Dogs.
GREENWICH	Greenwich Park, Naval College, Observatory, Naval Museum, Blackheath, etc.
CUBITT TOWN	Poplar and the lower part of the Isle of Dogs.
BLACKWALL	East India Docks, Victoria Docks, Blackwall Railway.
CHARLTON (Woolwich)	The Dockyard, Barracks, Rotunda, Woolwich Common, etc.
WOOLWICH	Royal Arsenal, Plumstead, and East Woolwich.

GOING WEST (UP THE RIVER.)

London Bridge to Chelsea Bridge.

Boats leave London Bridge every ten minutes (9 A. M. to 7 P. M.), calling at the following piers, and returning to London Bridge:

Piers,	*Nearest Point to*
LONDON BRIDGE	City, Bank, Royal Exchange, Tower, etc.
ST. PAUL'S	St. Paul's Cathedral, Blackfriars, Ludgate Hill, General Post Office.
BLACKFRIARS BRIDGE	London, Chatham and Dover Railway, Aldersgate street.
TEMPLE	Strand, Chancery Lane, Fleet street.
WATERLOO	Somerset House, Lyceum, Gaiety, and all the principal theatres; South Western Railway.

CHARING CROSS.....Charing Cross, Regent street, Pall Mall, and Oxford street; Cleopatra's Needle.
WESTMINSTER...Houses of Parliament, Westminster Abbey, etc.
MILLBANK.....Penitentiary, Vauxhall, Kensington Park.
NINE ELMS.....South Western Railway.
PIMLICO.....St. George's Square, Pimlico and Belgravia.
CHELSEA.....Battersea Park, Chelsea Hospital, etc.
KEW GREEN AND GARDENS...The pier is close to the Green.
RICHMOND.....For Richmond Park and Hill, etc.
HAMPTON COURT.....For Hampton Court, Bushey Park, etc.

THEATRES.

For the nightly attractions at the various theatres, see the advertisements in the daily papers:

ADELPHI, 411 Strand.
ALHAMBRA, Leicester Square.
BRITANNIA, Hoxton street, Hoxton.
COURT, Sloane Square, Chelsea.
COVENT GARDEN, Bow street, Covent Garden.
CRITERION, Piccadilly Circus,
DRURY LANE, Catherine street, Strand.
DUKE'S, High Holborn, opposite Chancery lane.
FOLLY, King William street, Strand.
GAIETY, Strand, near Wellington street.
GLOBE, Newcastle street, Strand.
GRECIAN, City Road.
HAYMARKET, east side of Haymarket.
HER MAJESTY'S, Haymarket and Pall Mall.
IMPERIAL, Tothill street, adjoining Aquarium.
LYCEUM, Wellington street, Strand.
OLYMPIC, Wych street Drury lane.
OPERA COMIQUE, 299 Strand.
PHILHARMONIC, High street, Islington.
PRINCE OF WALES', Tottenham Court Road.
PRINCESS', 73 Oxford street.
ROYALTY, Dean street, Soho

SADLER'S WELLS, NEW, St. John's street road, Clerkenwell.
STRAND, near Somerset House.
SURREY, Blackfriars road.
VAUDEVILLE, 404 Strand.

TELEGRAMS.

Telegrams will be received at the principal Postoffices, and may be sent to all parts of the United Kingdom, except the Scilly, Shetland and Orkney Island, at the rate of 1s. for twenty words, and 3d. extra for every five additional. This charge includes the names of the sender and receiver, and delivery within one mile of the office; beyond that limit the charge is 6d per mile.

Telegraph offices are, as a rule, open from 8 A. M. to 8 P. M. on week days, and from 8 A. M. to 10 A. M. on Sundays.

The following are open day and night, both on week days and Sundays:

Central Telegraph Station, St. Martin's-le-Grande, Paddington Station, (Great Western Railway), St. Pancras (Midland Railway), Victoria Station (London, Chatham & Dover Railway), West Strand, Charing Cross.

TELEGRAPHIC RATES TO UNITED STATES AND CANADA.

Canada, Cape Breton, Connecticut, Maine, Massachusetts, New Brunswick, New Hampshire, New York City, Nova Scotia, Prince Edward's Island, Rhode Island, Vermont, 2s., or 48c per word.

District of Columbia, Delaware, Maryland, New Jersey, New York State, Pennsylvania, 2s. 2d., or 52c per word.

Illinois, Indiana, Kentucky, Michigan, St. Louis, Mo., Ohio, Virginia, West Virginia, Milwaukee, Wis., 2s. 3d., or 54c per word.

LODGINGS.

There are hotels at all prices in London; some dear, some cheap, all good. For high priced hotels Americans go to the

Grosvenor, Langham, Alexandra, Grand Westminster Palace Cheaper ones are Morley's, Trafalgar Square, Covent Garden, Tavistock, Inns of Court. These are west end houses There are also large comfortable hotels at all the railway stations. In the city are Anderton's, Wheeler's Salisbury, etc. But the economical traveler who wishes to best see London life is recommended to try lodgings In the neighborhood of Russell Square, convenient to the British Museum, on Bedford Place and Bloomsbury Square, you can get comfortable well furnished rooms, with breakfast and dinner for £2 per week. You will be more comfortable than at hotels

THE MUSEUMS.

If you have no time to devote to both the British Museum, or the South Kensington, choose the latter, as the more interesting to the general visitor. If you take in the British, ask an attendant to show you about. The most attractive things are in locked rooms.

OUT OF THE WAY PLACES TO VISIT.

Of course every tourist visits Westminster Abbey, the Parliament Houses, St Paul and the Tower, aside from mere sight seeing, there are several places it is well to see. Go to the Holborn restaurant to dine some evening from six to eight o'clock. It is *tabl d' hote*, 3s. 6d.—87c. The surroundings are magnificent. Drop in at the Crieterion restaurant some night about eleven o'clock. If, during the fashionable season, do not miss going to Hyde Park, at the corners, about five o'clock some afternoon. All the wealth and fashion of England will be displayed in the drive, and on Rotten Row. On Sunday try to get an order for admittance to the Templar's Church, or go up to the Foundling Hospital, on Gt. Guilford street. Go to see Albert Hall whether there is a performance there or not, and look at the Albert Memorial near at hand. If you go to Windsor,

engage a place on the four in hand coach that leaves daily from White Horse Cellar, Piccadilly. It is a famous drive, and you see Richmond, Bushy Park, Twickenham, etc., on the way. Look over the local guide books for hints; there are hundreds of interesting things casual visitors never see or hear about.

Routes and Rates from London to the Principal Cities of Europe.

ABBREVIATIONS.—(G. S. N. Co.) General Steam Navigation Company. (P. & O.) Peninsular and Oriental Steamship Company.

The Homeward Bound Traveler must Reverse the Routes.

LONDON TO	ROUTE.	APPROXIMATE RATES. 1st Class £	s.	d.	2d Class. £	s.	d.
Amsterdam	Harwich, Rotterdam, Gouda,	1	13	6	1	0	11
	Dover, Ostend, Antwerp, Rotterdam, Gouda,	3	2	9	2	6	3
	Dover, Calais, Brussels, Antwerp, Rotterdam, Gouda,	3	8	0	2	11	6
Antwerp	Harwich	1	6	0	0	15	0
	G. S. N. Co.'s Steamers from London	1	0	0	0	12	6
	By "Baron Osy" Steamer	1	4	0	0	16	0
	Dover, Ostend	2	7	9	1	14	3
	Dover, Calais	2	13	0	1	19	6
Baden-Baden	Harwich, Antwerp, Brussels, Cologne, Mayence, Heidelberg,	4	5	1	2	18	7
	Harwich, Rotterdam, Cologne, Mayence, Heidelberg	4	4	11	2	19	8
	Dover Calais, Paris, Strasburg	5	18	0	.....		
	Dover, Ostend, Brussels, Cologne, Mayence, Heidelberg	5	3	9	3	17	6
	Dover, Calais, Brussels, Cologne, Mayence, Heidelberg	5	7	6	4	1	9
Berlin	Harwich, Rotterdam, Hanover	4	7	2	3	1	9
	Harwich, Rotterdam, Duetz, Elberfeld	5	1	5	3	12	5
	Harwich, Rotterdam, Cologne, Minden	5	2	2	3	12	9
	Harwich, Antwerp, Brussels, Cologne	5	2	4	3	11	8
	Ostend, Brussels, Blyberg or Stendal	5	16	6	5	1	9
Bologna	Dieppe, Paris, Turin	7	7	4	5	7	8
	Boulogne or Calais, Paris, Turin	8	14	9	6	9	0
Bremen	Harwich, Rotterdam, Emmerich	3	3	2	2	4	0
Brussels	Harwich, Antwerp	1	9	9	0	17	11
	Ostend	2	7	0	1	13	6
	Calais	2	11	0	1	18	0
	Via G. S. N. Co. and Antwerp	1	3	7	0	15	3

Routes and Rates, &c.—Continued.

The Homeward-Bound Traveler Must Reverse the Routes.

		£	s.	d.	£	s	d.
Cologne	Harwich, Rotterdam, Utrecht	2	8	6	1	12	10
	Harwich, Rotterdam, Venlo	2	8	6	1	12	10
	Via Harwich, Antwerp, Aix-la-Chapelle, Duren	2	4	0	1	7	6
	Via G. S. N. Co. Antwerp, Aix-la-Chapelle, Duren	2	4	0	1	7	6
	Harwich, Antwerp, Brussels, Aix-la-Chapelle	2	8	8	1	11	9
	Ostend, Brussels, Aix-la-Chapelle	3	7	9	2	8	9
	Calais, Brussels, Aix-la-Chapelle	3	11	6	2	13	0
Dresden	Rotterdam, Hanover, Leipsic	4	19	8	3	10	8
	Ostend, Brussels, Cologne, Hanover, Leipsic or Bleyburg	6	7	3	5	8	0
	Calais, Cologne and Brunswick	6	11	0	5	12	0
Dusseldorf	Harwich Rotterdam, Emmerich	2	6	4	1	10	4
	Ostend, Brussels, Aix-la-Chapelle	3	7	3	2	8	6
	Calais, Brussels, Aix-la-Chapelle	3	11	3	2	13	0
Frankfort on Main	Rotterdam, Utrecht, Cologne, Mayence.	3	8	0	2	7	6
	Antwerp, Cologne, Mayence	3	9	6	2	7	0
	Ostend, Cologne, Mayence	4	7	3	3	4	6
	Calais, Cologne, Mayence	4	11	0	3	8	9
Florence	Dieppe, Paris, Turin, Bologna	8	0	6	5	16	10
	Dieppe, Paris, Turin, Pisa	7	14	5	5	12	7
	Calais, Paris, Turin, Pisa	9	2	0	6	14	6
	Calais, Paris, Turin, Bologna	9	5	6	6	16	3
	Harwich, Rotterdam, Cologne, Mayence, Munich, Verona, Bologna	9	9	6	6	16	9
Geneva	Dieppe, Paris, Dijon, Culoz	4	14	5	3	10	6
	Boulogne, Paris and Dijon	5	17	9	4	8	3
	Calais, Paris, &c	6	1	9	4	11	0
Genoa	Dieppe, Paris, Turin	6	10	5	4	15	10
	Boulogna or Calais, Paris, Turin	7	15	6	5	15	3
	Dieppe, Paris, Lyons, Marseilles, Nice, Mentone	8	0	0	5	18	6
	Boulogna or Calais, Paris, &c	9	7	0	6	19	6
Hanover	Rotterdam, Emmerich or Saltzbergen	3	4	0	2	4	9
Hamburg	Rotterdam, Emmerich, Munster	3	14	5	2	12	4
	Rotterdam, Arnhem, and Saltzbergen	4	1	6	2	17	9
	Ostend and Cologne	5	9	0	4	18	0
	G. S. N. Co.'s Steamers from London	2	5	0	1	9	0
Haarlem	Harwich, Rotterdam	1	13	2	1	0	11
Havre	Newhaven, Dieppe, Rouen	1	12	0	1	4	0
	General Steam N. Co.'s Steamers from London	0	13	0	0	9	0

Routes and Rates, &c.—Continued.

The Homeward-Bound Traveler Must Reverse the Routes.

		£	s.	d.	£	s.	d.
Heidelberg	Rotterdam, Cologne, Mayence	3	15	0	2	12	5
	Antwerp, Cologne, Mayence	3	15	2	2	11	2
	Ostend, Cologne, Mayence	4	13	9	3	13	3
	Calais, Cologne	4	17	6	3	19	0
	Dieppe, Paris, Strasburg, Carlsruhe	5	3	6	3	17	0
Homburg (Frankfort)	Calais, Paris, Strasburg, Carlsruhe	6	10	6	4	18	0
	Rotterdam, Utrecht, Cologne, Mayence, Frankfort	3	10	4	2	9	0
	Ostend, Brussels, Cologne, &c	4	9	6	3	12	0
Leghorn	Calais, Paris, and Mount Cenis Tunnel.	9	4	3	6	16	0
Leige	Harwich, Antwerp	1	15	2	1	0	2
	Ostend, Brussels	2	14	3	1	19	0
	Calais, Brussels	2	18	0	2	3	3
Leipsic	Rotterdam, Hanover	4	7	11	3	1	10
	Harwich, Rotterdam, Cologne	4	19	10	3	11	3
	Harwich, Antwerp, Deutz; and Elberfeld	4	18	10	3	9	1
	Harwich, Antwerp, Cologne, Minden	5	0	0	3	10	0
	Ostend, Brussels, Cologne, Hanover or Bleyburg	5	16	0	5	0	0
	Calais, Cologne and Brunswick	5	19	0	5	4	0
Lisbon	Royal Mail Steamer from Southampton.	8	0	0	.....		
	Hall Line from London	8	0	0	.....		
	Boulogne or Calais, Paris, &c	5	11	6	4	3	5
Lyons	Dieppe, Paris, Macon	4	3	6	3	2	0
	Boulogne or Calais, Paris; Macon	5	8	9	4	3	0
Lucerne	Ostend and Luxemburg	5	10	6	4	0	6
	Calais and Luxemburg	5	14	9	4	5	0
	P. & O. Steamer from Southampton	15	0	0	9	0	0
Marseilles	Dieppe; Paris, Macon, Lyons	5	18	1	4	8	0
	Boulogne or Calais; Paris, &c	7	5	0	5	9	0
Mayence	Rotterdam, Utrecht, Cologne. Coblence.	3	4	2	2	4	4
	Antwerp, Cologne, Coblence and Rhine steamer	3	4	3	2	3	3
	Ostend, Brussels, Cologne	3	16	0	2	17	6
	Calais, Brussels, &c	4	7	0	3	5	6
Mannheim	Rotterdam, Utrecht, Cologne, Mayence	3	12	4	2	10	3
Messina	(See fares to Naples.) Fares, Naples to Messini	2	1	0	1	8	0
Metz	Harwich, Antwerp	2	14	0	1	16	11
	Ostend, Brussels, Luxemburg	3	11	9	2	12	10
	Calais, Brussels, Luxemburg	3	15	0	2	16	10
	Dieppe, Paris. Noveant	3	13	0	2	13	6
	Boulogne or Calais, Paris, Noveant	5	0	0	3	14	6

Routes and Rates, &c.—Continued.

The Homeward-Bound Traveler Must Reverse the Routes.

		£	s.	d.	£	s.	d.
Munich	Rotterdam, Cologne, Mayence, Wurzburg	5	12	2	3	9	10
	Antwerp, Brussels, Cologne, &c	5	12	4	3	18	9
	Harwich, Rotterdam, Cologne, Stuttgardt	5	12	9	4	0	4
	Harwich, Antwerp, Cologne, Stuttgardt	5	12	11	3	19	3
	Ostend, Brussels, Cologne, &c	6	11	0	4	17	9
	Calais, Brussels, Cologne, &c	6	14	9	5	2	0
	Dieppe, Paris, Strasburg, Carlsruhe, Stuttgardt, Ulm, Augsburg	6	10	6	4	18	0
	Boulogne or Calais, Paris, &c	7	17	0	5	19	0
Milan	Dieppe, Paris, Turin	6	8	8	4	14	7
	Boulogne or Calais, Paris, Turin	7	14	0	5	14	0
	Harwich, Rotterdam or Antwerp, Cologne, Mayence, Munich, Innsbruch, Verona	8	17	8	6	8	0
Naples	Dieppe, Paris, Turin, Genoa, Pisa, Rome	10	12	6	7	12	9
	Boulogne or Calais, Paris, &c	11	19	6	8	13	9
	Dieppe, Paris, Turin, Florence, Rome	10	18	3	7	16	8
	Boulogne or Calais, Paris, &c	12	3	6	8	16	0
	Dieppe, Paris, Turin, Boulogne, Ancona, Foggia	10	12	10	7	13	6
	Boulogne or Calais, Paris, &c	12	0	6	8	15	0
	Rotterdam, Cologne, Mayence, Munich, Brenner, Verona, Florence, Rome	12	7	3	8	16	1
	Rotterdam, Cologne, Mayence, Munich, Brenner, Verona, Ancona, Foggia	12	3	0	8	13	0
	Antwerp, Brussels, Cologne, Mayence, Munich, Brenner, Verona, Florence, Rome	12	7	5	8	15	0
	Antwerp, Brussels, Cologne, Mayence, Munich, Brenner, Verona, Ancona, Foggia	12	4	0	8	13	0
	Ostend, Brussels, Cologne, Mayence, Munich, Brenner, Verona, Ancona, Foggia	13	9	0	9	17	0
	Calais, Brussels, Cologne, &c	13	13	0	10	1	0
	Dieppe, Paris, Lyons, Marseilles. Messageries, Maritimes Steamer	10	18	1	8	0	0
	Boulogne or Calais, Paris, &c	12	5	0	9	1	0
	Dieppe, Paris, Turin, Genoa, by Rubattino Steamer	9	7	0	6	12	6
	Boulogne or Calais, Paris, &c	10	14	0	7	13	6
Natal	Union Steamship Company	38	17	0	26	5	0

Routes and Rates, &c.—Continued.

The Homeward-Bound Traveler Must Reverse the Routes.

		£	s.	d.	£	s.	d.
Neuchatel	Dieppe, Paris, Pontarlier	4	2	7	3	1	3
	Boulogne or Calais, Paris, Pontarlier	5	10	0	4	3	0
Nice	Dieppe, Paris, Lyons, Marseilles	7	0	1	5	5	0
	Boulogne, Calais or Paris, Lyons, Mars'lls	8	5	3	6	4	0
Paris	Newhaven, Dieppe	1	13	0	1	4	0
	Folkestone and Boulogne	2	16	0	2	2	0
	Dover, Calais	3	0	0	2	5	0
	Gen St. N. Co. Steamer via Boulogne	1	7	6	0	19	6
	Via Calais per Genl Steam Navigatiou Co.'s Steamer direct from London Bridge	1	17	8	1	8	0
	Southampton and Havre	1	8	0	1	0	0
	Harwich, Antwerp and Brussels	4	7	10	3	1	0
	Weymouth and Cherbourg	1	8	0	1	0	0
Palermo	(See Routes to Naples.) Fare, Naples to Palermo	1	18	6	1	5	0
	Dieppe, Paris, Marseilles, thence by Steomer	11	2	1	8	0	0
	Calais, Paris, Marseilles, thence by Steamer	12	9	0	9	1	0
Rotterdam	Harwich	1	6	0	0	15	0
	Ostend, Brussels, Antwerp	2	18	3	2	2	9
	Calais, Brussels, Antwerp	3	2	3	2	6	9
Rome	Dieppe, Paris, Turin, Genoa, Pisa	9	5	6	6	14	3
	Dieppe, Paris, Turin, Florence	9	10	11	6	18	0
	Calais, Paris, &e	10	16	0	7	17	6
	Calais, Paris, Turin, Genoa, Pisa	10	6	6	7	10	9
	Harwich, Antwerp or Rotterdam, Cologne, Mayence, Munich, Verona, Bologna, Florence	10	19	11	7	17	5
Rouen	Newhaven, Dieppe	1	8	0	1	0	0
	Via Boulogne and Aimens	2	14	6	2	1	0
	Calais	2	18	6	2	3	9
Stuttgardt	Rotterdam, Cologne, Mayence, Heidelberg, Bruchsal	4	6	11	3	1	1
	Antwerp, Brussels, Cologne, &e	4	7	1	3	0	0
	Ostend, Brussels, Cologne, &e	5	5	9	4	2	6
	Calais, Brussels, Cologne, &e	5	6	6	3	18	3
	Calais, Paris, Strasburg, Carlsruhe	6	12	0	4	18	6
	Dieppe, Paris, Strasburg, Carlsruhe	5	5	0	3	17	6
Strasburg	Harwich, Rotterdam, Cologne, Weissenberg	4	6	9	3	1	2
	Antwerp, Brussels, Luxemburg, Metz	3	10	0	2	7	9
	Ostend, Brussels, Metz	4	7	0	3	3	6

Routes and Rates, &c.—Continued.

The Homeward-Bound Traveler Must Reverse the Routes.

		£	s.	d.	£	s.	d.
Strasburg	Calais, Brussels, Metz	4	10	6	3	7	3
	Dieppe, Paris, Nancy	4	2	6	3	1	0
	Boulogne, Paris, Nancy	5	6	3	3	19	6
	Calais, Paris, Nancy	5	10	3	4	2	6
Turin	Dieppe, Paris, Dijon, Modane	5	14	0	4	4	3
	Boulogne or Calais, Paris, &c	6	19	0	5	3	6
Trieste	Dieppe, Paris, Turin, Milan, Verona, Venice	8	19	0	6	10	6
	Boulogne or Calais, Paris, &c	10	2	0	7	8	0
	Antwerp, Brussels, Cologne, Mayence, Munich, Frazensfesti, Marburg	9	16	6	7	0	1
	Rotterdam, Brussels, Cologne, &c	9	16	11	7	2	8
	Ostend, Brussels, Cologne, Passau, Vienna	10	17	9	7	19	6
	Calais, Brussels, Cologne	12	1	6	9	18	0
Tunis	Dieppe, Paris, Genoa, Rubattino Steam	12	7	0	9	0	6
	Bologne or Calais, Paris, &c	13	14	0	10	1	2
Verona	Dieppe, Paris, Turin, Milan	7	3	9	5	5	6
	Rotterdam, Cologne, Mayence, Munich, Innsbruck, Botzen	8	3	2	5	17	10
	Antwerp, Brussels, Cologne, &c	8	3	4	5	16	9
	Ostend, Brussels, Cologne, &c	9	4	0	6	15	9
	Calais, Brussels, Cologne, &c	9	7	3	6	19	7
Venice	Dieppe, Paris, Turin, Milan, Verona	7	15	3	5	13	2
	Boulogne or Calais, Paris, &c	9	0	6	6	12	6
	Antwerp, Brussels, Cologne, Mayence, Munich, Brenner, Verona	8	14	10	6	4	9
	Rotterdam, Cologne, &c	8	14	8	6	5	10
	Ostend, Brussels, Cologne, &c	9	15	9	7	3	9
	Calais, Brussels, Cologne, &c	9	19	3	7	7	7
Vienna	Rotterdam, Cologne, Mayence, Regensberg, Passau or Munich	7	10	9	5	8	11
	Antwerp, Cologne, &c	7	10	11	5	7	10
	Ostend, Brussels, Cologne, &c	8	9	9	6	6	6
	Calais, Brussels, Cologne, &c	8	13	6	6	10	9
	Ostend, Brussels, Cologne, &c	9	0	9	6	13	9
	Calais, Brussels, Cologne, &c	9	5	3	6	18	1
	Dieppe, Paris, Strasburg, Stuttgart, Augsburg, Munich and Simbach	9	0	0	6	15	0
	Boulogne, Paris, &c	10	4	3	7	13	0
Vantimillie for San Remo	Calais, Paris, &c	10	8	3	7	16	0
	Dieppe; Paris, Nice, Menton	7	4	9	5	3	0
	Boulogne or Calais, Paris	8	11	9	6	8	9
Wiesbaden	Rotterdam, Utrecht, Cologne	8	5	4	2	4	9

Routes and Rates, &c.—Continued.

The Homeward-Bound Travelers Must Reverse the Routes.

		£	s.	d.	£	s.	d.
Wiesbaden.....	Ostend, Brussels, Cologne.....	4	4	6	3	1	0
	Calais, Brussels, Cologne.....	4	8	3	3	5	3
Zurich.....	Ostend and Luxemburg.....	5	10	9	4	0	9
	Calais and Luxemburg.....	5	13	9	4	4	8

London.

U. S. Minister, James Russell Lowell. Official Residence, 5 Westminster Chambers, Victoria street, S. W. Private Residence, Lowndes square, S. W.

First Secretary, W. J. Hoppin; *Second Secretary*, Henry White. Offices: The Members' Building, Victoria St., S. W.

Consul General, Gen. E. A. Merritt. *Vice Consul General*, Lebbeus H. Mitchell. Offices: 11 Abchurch Lane.

U. S. Despatch Agent, B. F. Stevens, No. 4 Trafalgar square.

Execution of Deeds, Powers of Attorney, &c., requiring Official Seal, are made by the United States Consul General, 11 Abchurch Lane, and in both cases identification is required.

LONDON AMERICAN BANKERS.

American Exchange in Europe, L. 449 Strand.
Messrs. Baring Bros. & Co., 8 Bishopsgate street Within E. C.
" Brown, Shipley & Co., Founders' court, Lothbury, E. C.
" Morgan, J. S. & Co., 22 Old Broad street, E. C.
" Morton, Rose & Co., Bartholomew House, Bartholomew lane, E. C.
" Puleston, Brown & Co., 2 Bank buildings, Princes street, E. C.

AMERICAN BANKERS AND THEIR LONDON CORRESPONDENTS.

American Exchange in Europe, Limited.

New York.	London.
Brown Bros. & Co.	Brown, Shipley & Co.
Drexel, Morgan & Co.	Morgan, J. S. & Co.
Kidder, Peabody & Co.	Baring Bros. & Co.
Munroe, John & Co.	The Consolidated Bank.
Morton, Bliss & Co.,	Morton, Rose & Co.
Ward, S. G. & G. C.	Baring Bros. & Co.

NEWSPAPER ADDRESSES IN LONDON.

American Register 446 Strand.
Anglo American Times published at 127 Strand.
Boston Herald, 446 Strand.
Continental Times, 145 Fleet street.
Detroit Free Press, 325 Strand.
New York Associated Press, Bartholomew House, Bartholomew lane.
New York Herald, 46 Fleet street.
New York Tribune, 26 Bedford street, Strand.
New York World, 446 Strand.

PASSPORTS.

Passports are not required to visit the countries of Belgium, Denmark, France, Sweden or Norway; they are, however, issued on application and are useful, when necessary to establish identity.

Passports are issued by the United States Minister at 5 Westminster Chambers Victoria street, Westminster.

Consular Corps of the United States
IN GREAT BRITAIN AND IRELAND.

LONDON.

CONSUL GENERAL, - - - E. A. Merritt.
VICE CONSUL GENERAL, - - - L. H. Mitchell.
DEPUTY CONSUL GENERAL, - - E. J. Moffat.

GREAT BRITAIN AND IRELAND.

Belfast—A. B. Wood.
Bradford—W. F. Grinnell.
Cardiff—E. R. Jones.
Dublin—Benj. H. Barrows.
Falmouth—Howard Fox.
Leeds—A. V. Dockery
Liverpool—S. B. Packard.
Manchester—A. D. Shaw.
Plymouth—Henry Fox.
Southampton—W. Thomson.
Birmingham—Wilson King.
Bristol—Lorin A. Lathrop.
Cork—John J. Piatt.
Dundee—Wm. B. Wells.
Glasgow—Bret Harte.
Leith—J. A. Leonard.
Londonderry—A. Livermore.
Newcastle—Robinson Locke.
Sheffield—C. B. Webster.
Tunstall—E. E. Lane.

DISTANCES.

NEW YORK.

		MILES.
To	Antwerp	3 347
"	Bremen	3 572
"	Glasgow	2 956
"	Hamburg	3 607
"	Havre	3 193
"	Liverpool	3,090
"	London	3 317
"	Milford Haven	2,929
"	Moville	2,802
"	Plymouth	3,001
"	Queenstown	2,850
"	Sandy Hook	18
"	San Francisco	3,300
"	Southampton	3,148

LIVERPOOL

		MILES.
To	Sidney	12,702
"	Yokohama	10,864

PHILADELPHIA.

To	Queenstown	2,997
"	Liverpool	3,237

GLASGOW.

To	Quebec	2,574

BOSTON.

		MILES.
To	Queenstown	2,625
"	Liverpool	2,865
"	London	3,120

LIVERPOOL.

To	Auckland	12,072
"	Baltimore	3,405
"	Halifax	2,476
"	Hong Kong	12,484
"	Honolulu	8,400
"	Melbourne	13,262
"	New York	3,090
"	Quebec	2,856
"	Shanghai	12,164

LONDON.

		MILES.
To	Halifax	2,758

SAN FRANCISCO.

To	Auckland	6,050
"	Calcutta	9,385
"	Hong Kong	6,384
"	Honolulu	2,100
"	Melbourne	7,740
"	Sydney	7,200
"	Yokohama	4,764

France.

OVER THE CHANNEL TO PARIS.

London being pretty well seen, and your time limited, you are advised to go on directly to Paris.

To reach Paris there are several ways, but the principal routes are as follows:

Via Newhaven and Dieppe.....	£1	13	0	£1	4	0
" Folkestone and Boulogne.....	2	16	0	2	2	0
" Dover, Calais.....	3	0	0	2	3	0

Time no consideration, but money an object, take the route by Newhaven and Dieppe. The steamers by this route are very fine, and exceedingly fast—time for crossing from Newhaven to Dieppe, four hours.

If your intention is to go on directly to Paris, and by Newhaven route, or by one of the three routes, register your baggage at the depot of the said company in London, and your baggage will then go unmolested until you reach Paris, when you can then have it examined by the French Custom Officers.

By whatever route you may go after being landed on French soil you are not many hours in reaching its capital. Prior to arriving have your mind fully made up as to what hotel you will stop at, and on reaching the city, after securing your registered luggage, engage a cabman to drive you to it. Settle with him at the hotel. The hotels of Paris are excellent, and any person can be suited. One of the best and moderate priced houses is the Chatham. The Grand Hotel and Hotel Continental are much fancied by Americans. The Hotel Normandy and Hotel Athenee are also extensively patronized. At all mentioned above English is spoken. There are also comfortable boarding houses where English is spoken, especially along the Boulevard Haussemann. You must stay several days in Paris, and you will want to stay more. Take a cab by the hour, and have yourself driven all over the city at first. Here is a list of places that may be seen in the course of a week's stay though some of them ought to have a full day to them-

selves: Column Vendome, Gardens of the Tuileries, Institute of France, Palace of Justice, Concierges, St Germain, Palace and Museum of the Louvre, Palais Royal, Place de Carrousal and Triumphal Arch, Ecole de Beaux Arts, St. Germain des Pres, St. Sulpice, Palace of the Luxembourg, St. Jacques du Haut Pas, Val de Grace, Carpet Manufactory of the Gobelins, Observatory, Bibliotheque, St. Genevieve, Statue of Marshal Ney, Fountains and Gardens of the Luxembourg, Pantheon, St. Eienne du Mont, Jardin des Plantes, Orleans Railway Terminies, Halle aux Vins, Morgue, Cathedral of Notre Dame, Hotel Dieu, Place du Chatelet, the New Avenue de l'Opera, New French Opera, Grand Boulevards, Madeleine, Place de la Concorde and Obelisk of Luxor, Champs Elysees, Palace of Industry, Palace of the Elysee, Arc de Triomphe de l'Etoile, Exhibition Buildings, Ecole Militaire, Invalides and Tomb of Napoleon, Ministry of Foreign Affairs, Palace Bourbon, Point de la Concorde, Palace of the Legion of Honor, Palace of the Council of State (ruins) Tuileries, Palais Royal, Bibliotheque Nationale, Bourse Rue Lafayette, St. Vincent de Paul, Cemetery of Pere la Chaise, Prison de la Roquette, and Place of Execution, Place de la Bastile, and Column of July, Place du Chateau d'Eau, Porte St. Martin, Porte St. Denis la Trinite, St. Augustin, Park Monceau, Arc de Triomphe, Bois de Boulogne, the Lakes, Grand Cascade and Race Course, View of the Citadel of Mont Valerien, Town and Park St. Cloud, Versailles, the Grand Trianon and State Carriages, Palace Museum and Park of Versailles, Avenue de Paris, Sevres, and its Porcelain Manufactory (extensive) Fortifications of Paris, Viaduct of Anteuil, Palace of Trocadero.

FRENCH CURRENCY.

A franc is worth 100 centimes (not quite 20 cents), but for ready reckoning:

A	Napoleon	(20-franc gold piece)	is about	.....	$4	00
½	"	10	"	"	"	.....	2	00
¼	"	5	"	"	"	.....	1	00

FRENCH CURRENCY CONTINUED.

5–franc piece			silver	is about.....		1 00
2 "			"	"	.....	40
1 "			"	"	.....	20
½ "	50 centimes		"	"	.....	10
1–5 "	20 "		"	"	.....	04
2 sous	10 "		copper	"	.....	02
1 "	5 "		"	"	.....	01

An English penny piece and half penny, and French 2-sous piece and 1-sou piece are current in either Paris or London as equivalents, respectively.

A FEW HINTS FOR PARIS.

The flower market at the Madeleine Church should be visited. Take a walk along the pavement between the booths. The display is very fine.

Go to the Champs Elysee in the afternoon, and to the Bois some time between four and six o'clock P. M.

If, without ladies, at the Eden Theater, take an entrance ticket—3 francs. You will not see much of the performance, perhaps; but you will see Parisian life. After the theater is out, drive to Cafe Americaine for supper.

The best performance of opera in Paris is at the Theater Comique. The Grand Opera House is visited more for the building than the performance.

Unless you have much wealth to leave in Paris don't go to Cafe Bignon or Cafe Rue de l'Paix for a lunch or supper.

The Duval restaurants are worth visiting, if only to see how cheaply a good meal can be served. You can find these restaurants all over Paris.

Sunday is the best day to visit Versailles, especially if it is announced that the fountains are to play.

If there are ladies of the party, a day can be delightfully spent at the Au Bon Marche.

FROM PARIS TO LONDON AND HOME.

If the traveler has two or three days to spare, and wants

to see more of the Continent than the journey to Paris has allowed him, a good way to return to London is to go by rail from Paris to Antwerp through Brussels. The expense is but little greater than to go direct. At the latter city a day can be pleasantly spent, for the Belgian capitol is a minature Paris. From Brussels it is twenty-eight miles to Antwerp. Take a morning train, and then spend two or three hours at the Antwerp Cathedral where Rubens most celebrated picture, "The Descent from the Cross" will be found; at the Museum and along the Quays, then the afternoon boat will land you at Harwich early in the morning, and London will be reached an hour later. When landing in England from the Continent the Custom officers will search for tobacco, cigars and spirits. Take a day for rest in London before proceeding to Liverpool or Glasgow for your steamer home There was very little to be seen in Liverpool, outside of the great docks, the wonders of the world, except, perhaps, St. George's Hall, and I was ready to go to the steamer early on the day she sailed. The hotels at Liver ool are the Northwestern, the Adelphi, and the Grand. The latter a new and elegant house near where the old "Washington" used to be. One feels quite at ease when he treads the deck of the steamer again. It was a remembrance of America and home. At Queenstown we add largely to the ship's complement of passengers, for many who on going over had proceeded direct to Liverpool, took in Ireland on their way back, and caught the ship here. We had an easy passage of eight days to New York without fog, and winds generally favorable, and exactly forty-nine days from the time I set sail for the old world I was landed again on the shores of the new, robust in health, hearty in spirit, delighted with my vacation, and with a purse depleted only to the extent of about $300. Could I have gone to Long Branch, or Cape May, or Saratoga or the White Mountains the same length of time for the same money? No. My experience at these places has taught me, no.

United States Customs House Duties.

(ABRIDGED.)

Animals, for breeding purposes	free.
" otherwise	20 per cent.
Ale, porter and beer, in bottles	35 cents per gallon.
" " " in casks	20 cents per gallon.
Antiquities—not for sale	free.
Books—new	25 per cent.
" for colleges, libraries, or printed more than 20 years, or in use abroad more than 1 year, and not for sale	free.
Boots, shoes, leather	35 per cent.
Bronze, manufactures of	45 per cent.
Carpets, Aubusson, Axminster, all and woven whole for room	45 cts per sq yd and 30 per cent.
" Brussels Tapestry, printed on the warp, or otherwise	30 cts per sq yd and 30 per cent.
" Brussels, wrought by the Jacquard machine	44 cts per sq yd and 35 per cent.
" Saxony, Wilton & Tournay Velvet, wrought by the Jacquard machine	45 cts per sq yd and 30 per cent.
" Treble ingrain, three ply, and Worsted Chain Venetian	12 cts per sq yd and 30 per cent
" Velvet, Patent or Tapestry, printed on the warp or otherwise	25 cts per sq yd and 30 per cent.
Carriages	35 per cent.
China—Porcelain and Parian ware, plain	55 per cent.
" Gilded, ornamented or decorated	60 per cent.
Clocks	35 per cent.
Clothing, wholly, or in part of wool	40 cts per lb and 35 per cent.

Clothing, Linen	40 per cent.
" Silk component	50 per cent.
" All other descriptions	35 per cent.
Coral cut or manufactured	25 per cent.
Cutlery, Table, &c	35 per cent.
" Pen, jack and pocket knives	50 per cent.
Diamonds, and other precious stones, set	25 per cent.
" Unset	10 per cent.
Engravings	25 per cent.
Furniture	35 per cent.
Furs, manufactured	30 per cent.
Gilt and plated ware, &c	35 per cent.
Glassware	45 per cent.
Gloves, kid	50 per cent.
Gold and silverware, &c	45 per cent.
Guns	25 per cent.
Household effects—in use abroad one year, and not for sale	free.
Jewelry—Gold, silver or imitation	25 per cent.
Jet and imitation of	25 per cent.
Laces, silk	50 per cent.
" Silk and cotton	50 per cent.
" Thread	35 per cent.
Linen—Table, toweling, &c	30 per cent.
" " " "	35 per cent.
Musical instruments	25 per cent.
Paintings	30 per cent.
" If work of an American artist	free.
" Frames for ditto	35 per cent.
Photographs	25 per cent.
Pipes—Meerschaum, wood, and all other material except common clay	70 per cent.
Rubber, boots, shoes, and other articles wholly of rubber (not fabrics).	25 per cent.
Braces, suspenders, webbing, &c., unless in part silk	30 per cent.

Rubber, Silk, cotton, worsted or leather	50 per cent.
Saddles and harness	35 per cent.
Shawls—Silk	50 per cent.
Shawls—Camel's hair or other wool	35 cts per lb. and 40 per cent.
Silk—Dress and piece	50 per cent.
Soap—Fancy, perfumed, toilet and Windsor	15 cts per lb.
Statuary marble	50 per cent.
Stereoscopic views, on glass or paper	45 and 25 per cent. respectively.
Spirits—Brandy, whisky, gin, &c	2 dols per proof gallon
Umbrellas—Silk or alpaca	50 per cent.
Velvet—Silk	50 per cent.
" Cotton or mostly cotton	40 per cent.
Watches	25 per cent.
Wines—All *still* wines, such as Sherry, Claret, or hock, in casks	50 cts per gallon.
Ditto, in bottles of 1 pint and less.	1 60 per case.
Ditto, in bottles of over 1 pint and less than 1 quart	1 60 per case.
A Champagnes and and Sparkling wines, in bottles of ½ pint or less	1 75 dols per doz.
Ditto, in bottles of over ½ pint and not more than 1 pint	3 50 dols per doz.
Ditto, in bottles of over 1 pint and not more than 1 quart	7 00 dols per doz.
Ditto, in bottles of over 1 quart (extra)	2 25 per gallon.

and 3 cents per bottle.

Every person is entitled to one watch of foreign manufacture, and a reasonable amount of personal effects.

All personal effects in use abroad one year, free.

It has been decided that Journalism is a profession, and therefore journalists can bring certain books for their library into the United States free of duty. Consular invoices are necessary in certain instances.

Particulars on application to our Forwarding Department, 3 Adelaide street, Strand, W. C. Full list of duties free on application.

Palmer's "International" Pocket Guide,

—WITH—

TELEGRAPH CODE for TRAVELERS.

Americans visiting Europe, and European visitors to to America, do not travel without

Palmer's International Pocket Guide.

It gives Routes and Rates from London to all cities and towns of Europe, and from New York to the principal cities of the United States and Canada, with a description of each, which consists of the principal points and objects of interest, Post and Telegraph Offices, Consuls and Leading Hotels, Places of Amusement, etc., and every information likely to be required by the traveler. Maps and Plans of Cities, Steamships Chart and Log, Travelers' Vocabulary in English, French and German and Italian; Telegraph Code with all the phrases used by travelers, enabling them to communicate with friends and others at one-tenth the ordinary cost. It is THE BEST, CHEAPEST MOST CONVENIENT AND POPULAR BOOK PUBLISHED.

PRICE 50 CENTS, CLOTH; 35 CENTS, PAPER.

Sold by the principal Booksellers, News Companies, Steamship and Railroad Agents, and at the Railroad and Hotel Newsstands throughout the United States, Canada and Europe.

AGENT FOR PITTSBURGH:

J. J. McCORMICK, STEAMSHIP AGENT,

401 Smithfield Street.

London and Northwestern.

SHORTEST ROUTE BETWEEN LIVERPOOL AND LONDON.

The Train Service between Liverpool and London is as under –

LIVERPOOL, Lime St.	dep.	am	am	am	am	noon	pm	pm	pm	pm	pm	pm	pm
	arr.	2.45	7.20	9.45	11 5	12.5	2.5	3.5	4.5	5.5	6.5	10.50	11.10
LONDON, Euston Sta.	dep.	am	pm	pm	pm	noon	pm	pm	pm	pm	pm	am	am
	arr.	8.0	1.0	2.45	3.50	5.30	7.10	8.0	8.45	10 5	11.20	4.5	5.30
LONDON, Euston	dep.	am	am	am	am	am	noon	pm	pm	pm	pm	pm	pm	pm	ngt
		5.15	7.30	9.0	10 10	11.0	12.0	1.30	2.45	4.0	5.0	5.15	6.30	9.15	12 0
L'V'POOL Lime St	arr.	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	ngt	am	am
		10.30	12.40	2.20	3.0	4.10	4.50	6.30	7.15	8.50	10.0	11.20	12.0	3.0	6.10

SUNDAY.

LIVERPOOL, Lime St.	dep.	am	am	pm	pm	LONDON, Euston Sta.	dep.	am	pm	pm	ngt
	arr.	2.45	11.30	4.0	10.50			10.0	5.0	9.0	12.0
LONDON, Euston Sta.	dep.	am	pm	pm	pm	LIVERPOOL, Lime St.	arr.	pm	pm	am	am
		8.0	4.30	9.30	4.5			4.5	10.20	2.25	6.10

FARES—1st Class, 29s; 2d Class, 21s. 9d. Parly., 16.6.

Mail for Queenstown daily, leaves London 8 25 P. M. Sleeping Car attached.

First class carriages, provided with lavatory accommodation, are run on all the principal Express Trains between Liverpool and London.

At Liverpool the Company have a large and commodious hotel—"The North Western"—adjoining the Lime street Station, whence Express and Mail Trains to London and all principal towns leave at frequent intervals.

American and Canadian tourists, on arrival at Queenstown or Londonderry, will find that the Irish Mail Service, *via* Kingstown and Holyhead, which is arranged to run in connection with the arrival of the American steamers, affords the most expeditious means of reaching London, Liverpol, Manchester, Leicester, Edinburgh, Glasgow, and all parts of England, Wales and Scotland.

At the London terminus, passengers will find first class accommodations at the Company's Euston Hotel, facing the Euston station.

EUSTON STATION, G. FINDLAY, General Manager.
London, January, 1884.

8886 100

AMERICAN EXCHANGE IN EUROPE,

(LIMITED.)

AUTHORIZED CAPITAL, - $5,000,000,

449 STRAND and ADELAIDE ST., LONDON.

LIVERPOOL, 22 LIME STREET.

NEW YORK OFFICE: 162 BROADWAY.

Jos. R. Hawley, President.

Henry F. Gillig, General Manager.

The most comprehensive and perfect system of

TRAVELERS' CREDITS

available throughout the world.

MONEY PAID BY CABLE.

Drafts issued on all parts of Europe and the East.

EUROPEAN TRAVEL,

American Exchange Travelers' Bureau,

C. A. BARATTONI, Manager

In connection with the American Exchange in Europe; Ld, established for the promotion of Pleasure Travels to all Lands and for the convenience and protection of American Travelers in foreign countries. Founded by Americans; managed by experienced men and controlled by American capital.

All persons traveling under the auspices of the Travelers' Bureau enjoy the freedom of the American Exchange in Europe, 449 Strand, London, and 35 Boulevard des Capucines, Paris.

PARIS AGENTS:

American Exchange in Paris,

(LIMITED)

35 BOULEVARD DES CAPUCINES. **HENRY F. GILLIG,**

Entrance through the Court. **President.**

Established in 1868.

J. J. McCORMICK

European Steamship and Tourist Agent,

SMITHFIELD ST. AND FOURTH AVE.,

Pittsburgh, Pa.

Passengers booked to and from Europe, etc., at the lowest possible rates by the following lines, viz.:

INMAN,	CUNARD,	WHITE STAR,	NATIONAL,
GLION,	STATE,	ANCHOR,	ALLAN,
AMERICAN,	RED STAR,	ROTTERDAM,	ITALIAN

Parties intending to visit Europe, etc., are requested to patronize us. I have special advantages for doing business.

Packages Sent to all Parts of Europe, etc.

DRAFTS

Issued on England, Scotland, Ireland, France, Germany, and all parts of Europe and the East.

TRAVELERS' CREDITS FURNISHED,

available throughout the world.

AGENCY FOR THE

AMERICAN EXCHANGE IN EUROPE, Ld.,

449 Strand, London, and 22 Lime street, Liverpool.

—ALSO—

American Exchange Travelers' Bureau,

C. A. BARATTONI, Manager

In connection with the American Exchange in Europe, Limited.

PRIVATE AND FAMILY PARTIES

Itinerant for long or short tours in foreign lands prepaid, arrangements perfected, and estimates of cost, including all expenses of travel, hotels and incidentals given on application. Passports furnished.

AGENT FOR THE

LAKE SUPERIOR TRANSIT COMPANY.

This Company will sail five times weekly between Buffalo, Cleveland and Duluth, &c., this summer.

THE LIBRARY OF CONGRESS

LIBRARY OF CONGRESS
0 041 324 794 9